



SPARKS JOURNAL

LEGENDS OF THE WIRELESS PIONEERS

Adventures & Experiences of Professional Brass Pounders Around the World

VOLUME 1, NO. 2

SPARKS - JOURNAL - QUARTERLY

SUMMER EDITION - 1977

THANKS

"SPARKS JOURNAL" ... A HIT !

Happy to report we have received more than three hundred letters and calls from members, telling us how much they have enjoyed our new publication.

FYI: Here are a few random excerpts: • " I take my hat off and thank you for preparation and editing of this fine Journal. I enjoyed reading every article" (Joe Pavak, TA-57); • "You've done it again ! Another masterpiece - the Quarterly Sparks Journal ! How can you improve it ? NO WAY !" (Mac W9RC 1936-P) • "Magnificent. Super, FANTASTIC ! ... Aw Hell ! There just aren't enough adjectives, the good kind, to describe it !!!" (Ken Johnson 2308-P); • " I would like to express my appreciation for your fine job of editing and the pictorial work in the last "SPARKS-JOURNAL" (Jim Glendening 1286-V); • "Just received the new 'Sparks Journal' and Congrats ! An excellent publication and will look forward to every issue" (Johnny Sandison - Morning Mayor CKCK TV Regina, Sask); • You have a WINNER! Pleased and happy with your new format. Congrats ! Really an inspiration" (Ray Davis Ferguson - 1091-SGP); • Congratulations on your latest SPARKS-JOURNAL QUARTERLY. Your choice of the tabloid format is quite proper and efficient, for it provides much more latitude for the convenience and efficiency in make-up as well as in convenience to the readers. The first issue was delightful ... We hunger for more !" (E. J. Quinby - 402 S/SGP).

This is but a small sampling taken at random. Conversely, to date, we have received only one complaint. It was from a member who lamented that his wife mistook the Journal for the daily newspaper and took it to the trash bin before he could read it all. I am glad you have liked and enjoyed our first effort. It serves to inspire and we hope to improve each publication as we go along. Your ideas and suggestions are always invited. After all ... it is your paper.

William A. Breniman, Editor/Publisher



By RALPH C. FOLKMAN

"Sparks" on the Great Lakes

ACCORDING TO AN OLD LOG BOOK that I have maintained throughout the years, I heard my first "wireless" signals on Christmas Eve, 1916. On that memorable night I put the finishing touches on a homemade receiver and, using a bedspring for an antenna, tuned in NAA at Arlington, Virginia, sending time signals and press dispatches. For the remainder of that winter I heard dozens of ships at sea, and in the spring of 1917 listened in on ships of the Great Lakes as they tuned up their "spark" transmitters for the coming season.

Attending East Technical High School at the time, I naturally became an ardent member of the school's wireless club. One day, while listening on the Marine frequency in the club's "shack," I happened onto WCS, the SS *Alpena*, handling message traffic with VBE, Sarnia, Ontario. A close friend of mine was operator on that vessel and this incident inspired me to become a ship operator. Subsequently, I studied hard, acquired the necessary commercial license and was assigned to the freighter *Peter Reiss*. I felt a tinge of importance as I scrambled up her ladder, having been told that my arrival would trigger their sailing (they couldn't depart without a wireless operator). From that day on I was called "Sparks."

As we left Buffalo bound for Green Bay, Wisconsin, I got my first look at a shipboard installation, awe-inspiring to this novice, with its switches, push buttons and gadgets that I'd have to become acquainted with. For some days we plowed northward, with me practicing message-handling procedure—all this, of course, with the vessel's antenna disconnected so that my synthetic messages would not actually get on the air for other stations to hear.

I had been warned to "count to five" after starting the transmitter, to permit the rotary spark gap to reach full speed before I pressed the key. "You'll be sorry," they had said, "if that gap is running too slow. It'll do damage and

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The Longships Light at Land's End, Cornwall, Eng. 117' high, visible 16 m. David L. Brown Collection.



SPARKS JOURNAL QUARTERLY

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1977-78

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SEA SPELL

Beware of shrieking, silvery gulls,
 The song of wind and wave,
 Bewitching depths of sky and sea
 Whose azure eyes enslave.

Beware of graceful, queenly ships
 That wander wide and far.
 The rose upon the western sky
 That fades into a star.

If once caught in the sea's green spell,
 The land is yours no more
 For those whose hearts have found the sea
 Forever lose the shore.

Walden Garratt



CARGOES

Outward bound the ships leave port
 And sail beyond our ken,
 Freight with the wealth of earth
 And daring dreams of men.

To the tropics or the poles,
 Wherever is their yen,
 Treasure troves of bale and box,
 And godlike minds of men.

Mid blue seas the golden skies
 The ships go ranging then,
 Bearing riches of the world
 And questing hearts of men.

Walden Garratt



What a warm feeling of friendship⁷³ extends when it appears at the end of a message or a letter.

It is indeed a beautifully symmetrical set of symbols. Two dashes and three dots followed by three dots and two dashes. The second character is the mirror image of the first. It sounds the same forwards as backwards!

In this respect the signal has the characteristic of a palindrome. A palindrome-what's that you say? A palindrome is a name, a word, or a group of words that read the same forwards or backwards. For instance - Otto, or Hannah, or Dr. A. Ward - are examples.

I do not know the origin of 73, but I feel sure that we inherited it from our land line Morse telegraph brethren.

Seventy three in the land line Morse code lacks the beautifully symmetrical symbolization it attains in the Continental or International Morse code. In land line Morse, it is represented by ---...--- which is quite antisymmetrical. However, let us not forget that "the meaning is the same though the sound is different".

Let us always remember that to radio telegraph operators like you and like me, 73 has a very special meaning and carries with it a message of good fellowship-- "Best Regards"!

Every letter I write to anyone in SOWP always concludes with a



H. J. Scott



APPRECIATION AWARD

KYLE E. THOMPSON
 908 - V

For the graphic, beautiful heading at top Page One he drew and presented the Society.
 Thank you Kyle!

Scene in New York Harbor—January, 1884

Healy Collection



Reprinted from "Ships Bulletin" Esso Shipping Co. 1951. Thanks to Society Member A. B. ("Andy") Anderson - 1565-P who has 'sailed' on 88 ships including many Esso.

RECOGNITION -

Our Heritage
Preserved



*'Thank You'
Canada*

NATIONAL MUSEUMS OF CANADA - LES MUSÉES NATIONAUX DU CANADA
 NATIONAL MUSEUM OF SCIENCE AND TECHNOLOGY
 LE MUSÉE NATIONAL DES SCIENCES ET DE LA TECHNOLOGIE
 OTTAWA 1867 St. Laurent Blvd.,
 Ottawa, Ontario, K1A 0M8
 June 28, 1977

Mr. Wm. A. Breniman, President,
 Society of Wireless Pioneers,
 P.O. Box 530
 Santa Rosa, California,
 95402 U.S.A.

Dear Mr. Breniman:

This museum is one of the "institutional" recipients of the publications of the Society of Wireless Pioneers and I have found them to be very informative and extremely interesting. Since my function here closely parallels the aims of your society, my interest is easily understandable.

This letter was prompted by the article on page 8 of Vol. 1, No. 1 of the "Sparks Journal Quarterly" entitled "Poldhu" on the Marconi Beam Radio System. The article states that "On October 18, 1926 the first beam circuit came officially into service linking Britain and Canada". Further to that article, the following would probably be of interest to your members.

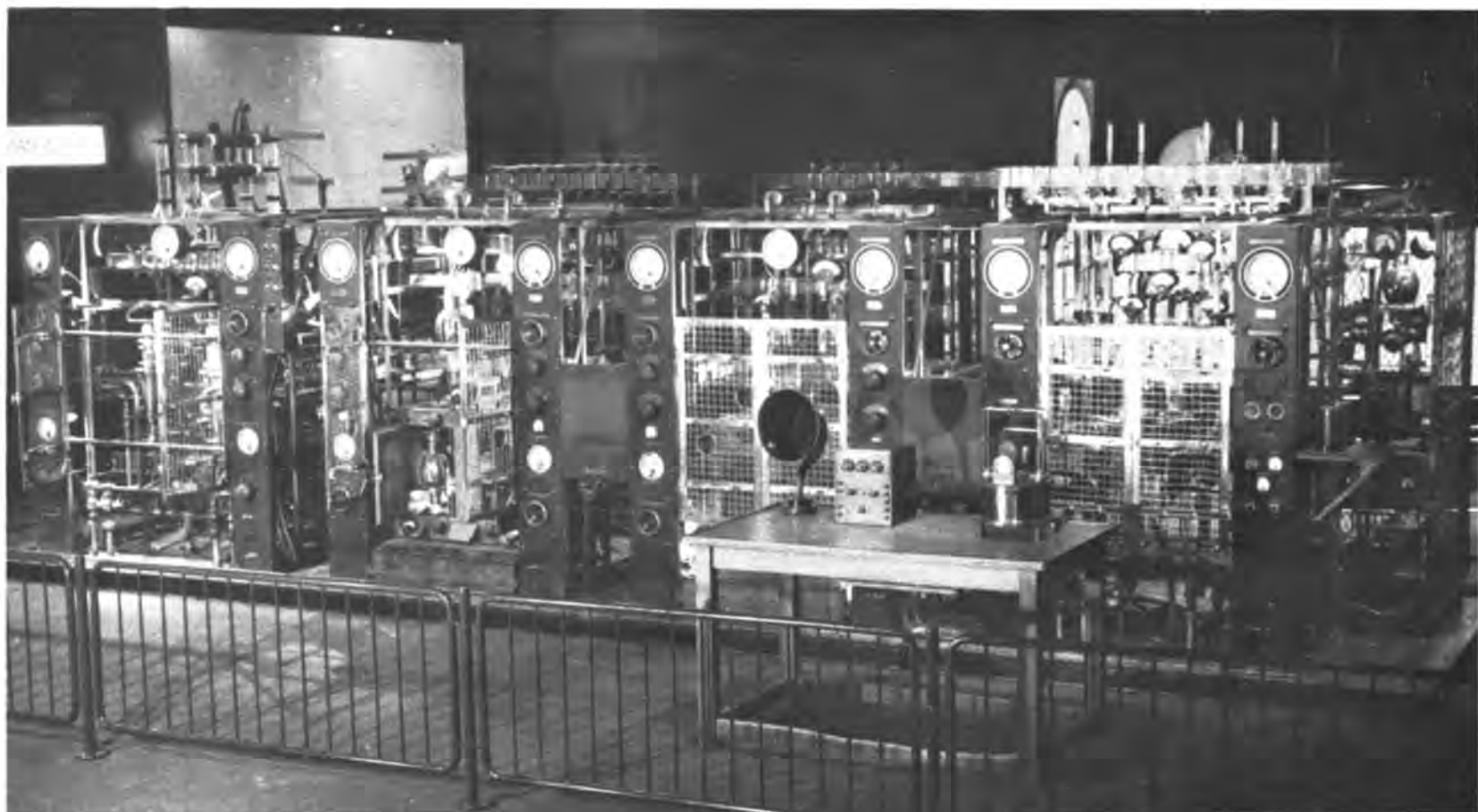
The transmitting station for the Canadian end of this system was located in Drummondville, Quebec, about 60 miles east of Montreal. In September of 1976, almost 50 years from the date of the original installation, I received a phone call from Mr. Louis Perigny for all of Canada's International Communications Links) to inform me that the Drummondville station was finally being closed and he very kindly invited me to go down there with him to see if there was anything of interest to the Museum. I accepted, of course, and on September 23, 1976 we visited the site.

Collectors and historians everywhere can probably imagine my surprise and excitement when on being shown the old transmitting room, I discovered that some historically-minded soul in that organization had seen fit to preserve the original SWB-1 transmitter. It still stood, in all its brass and glass glory on its original vibration isolating cement base where it had been installed in 1926! It had been built on the site with tubes, meters and such coming from Britain and the angle brass, copper, nuts and bolts and other material from Montreal.

The transmitter was removed from Drummondville in five sections and is now on display in this museum. If any of your members are travelling to Ottawa this summer I'm sure they would be interested in seeing this historic piece of communications equipment. The museum is open from 9 a.m. to 9 p.m. in the summer (closed Mondays in winter) and there is no charge for admission.

So for all you wireless pioneers who were worrying, C.S. Franklin is not forgotten!

S/E.A. De Coste



The Marconi SWB - 1 transmitter on display in the National Museum of Science and Technology, Ottawa, Canada 1977.

Photograph - Courtesy: E. A. De Coste, Curator, Communications Technology

SHIPBOARD WIRELESS INSTALLATIONS

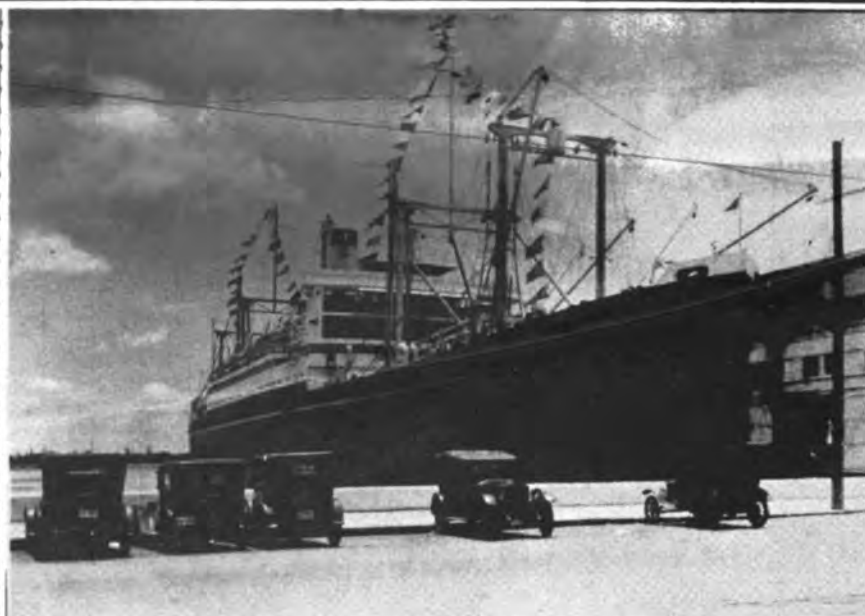


"Ice Breaker" LENIN

Rare press photo of the Radio Station aboard the Soviet Icebreaker "LENIN", the world's first atomic powered ship of the type. Operator on this USSR ship is Victor Golovin. Picture donated to SOWP by Member Robert Kreisinger -2534-SGP.



S.S. PRESIDENT COOLIDGE - KDMX



S.S. PRESIDENT JEFFERSON - KDOT



Radio Room S/S President Coolidge-KDMX (1931) Operators Front - Rudy Asplund (D) Former Member 57-SGP (SK 1972). Middle: Paul Means (D); Rear Al Lucy (d). The Coolidge struck a mine during WW-2 entering harbor at Espirito Santo, New Herbrides, So. Pac. Four thousand troops waded ashore when skipper Hank Nelson drove her 'none-on' into the beach

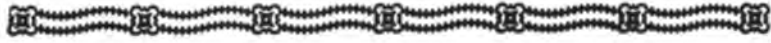


Radio Room S/S. President Jefferson - KDOT. (1927) Furnished the Society by Member Roy Mock

"SOS" ON THE YANGTZE

"Bob" Shrader

Radio Officer S.S. President Hoover relates story.



"S O S" ON THE YANGTZE

WAR CLOUDS OVER CHINA BRING NEAR TRAGEDY TO AMERICAN LINER

ROBERT L. SHRADER

"SOS SOS SOS DE KDMW SS PRESIDENT HOOVER BEING BOMBED BY CHINESE PLANES SOS SOS SOS DE KDMW--"

So the world was first acquainted with the unexpected and distressing news of an American vessel, a ship of a neutral country, being the victim of the war that was growing each day, in 1937 in the far East.

Who answered this frantically rushed call for help I will never know as the planes were circling back. I decided a live radio operator is of more use than a dead hero. I left; leaving heroic to someone else, anyone at all who wanted them. The third or fourth bomb landed a few yards off our port side as I reached the officers quarters on the deck below. I found that I had companions. Approximately eight of the ten men living in this immediate area were attempting to become more inconspicuous--all but Captain Yardley, apparently unperturbed and carrying himself in the true tradition of his position as leader of his men.

Harry Hansen, First Officer, on watch at the time on the bridge, was the first to notice the arrival of the three planes. All afternoon airplanes had been flying over our anchorage at the mouth of the Yangtze River, passing harmlessly here and there. Through glasses Harry watched the approach of the three newest planes. When they were close ahead he noticed a spot of white appear under the belly of one. His first thought was that they were dropping propaganda as is done by American aircraft with advertising matter. But this was different--it did not spread as bits of paper would and was growing larger each second. It appeared perfectly round. Suddenly he knew what it was--a bomb; and it looked round because it was evidently aimed directly at Mr. Hansen. He was petrified. As he watched the deadly missile approaching, its' nose dropped, and finally, with a plop it hit the water, shooting up a geyser of water directly before our bow only some fifty yards away. Harry hit the deck behind the steel bridge bulkhead and listened to bits of steel sing by overhead. We were being bombed!

What happened from then on, the many incidents that crowded themselves into the next few minutes, we are not able to set into any definite sequence. Each man's story varies slightly, sometimes greatly, from that of his companions.

Mr. Hansen dashed into the chart room, down the inside stairway to the officers quarters and met the captain as he emerged from his room after hearing the bursting shell outside. "Captain, We're being bombed!" exclaimed Harry excitedly. The two officers were quickly being surrounded by other members of our quarters as they piled out of bunks and rooms to learn what was happening. We were being bombed! But we couldn't be! We were a neutral ship, an American ship coming to take refugees from the war torn Shanghai area. For answer the blood curdling wail of a plane in a power dive sounded outside and a spurt of muddy yellow river water started up 100 yards off our starboard side. We became suddenly and thoroughly convinced.

A general exodus was started to find someplace of greater safety. But where? At this time I made my first precipitous arrival on the officers quarters deck from the radio room directly above. I had heard the scream of the plane as it dove towards us. My first thought had been that one of the plans that had been circling about all day had decided to show off a bit. No one expected an attack, of course. However I took very little time to decide that we were being used as targets when the crescendoed wail was punctuated by the broom of the shell hitting out there within too plain view.

I had just surprised myself by actually succeeding in coping in English a weather report sent in French (My French teachers please note). Back in the radio room again after delivering the weather message I decided to adjust one of our transmitters to a different frequency. Inured to planes as we had become during the afternoon, I had given the howling plane only a passing glance and noted that it was headed in our direction. I must have been intent on what I was doing for I kept right on setting the dials. The bomb of the exploding shell in the water caused me to turn in time to see a great sheet of water rise, linger a split second and then fall back. I heard someone tear down the stairway and I knew that we were in for something that we had not been expecting.

Passing through the war zones as we had been doing for the last week or so I had meditated upon the inadvisability of remaining in the radio room if bullets were ever to fly in our direction. I had often wondered if a .22 calibre bullet would pass entirely through the wooden walls. I had no doubts as to what a bomb would do.

As I gained the deck below (I don't remember the trip downward, probably because of its infinitesimal duration) I found a group of officers and crew milling around the figure of the Captain, none know what to do. In all was an urge to be moving. Men were moving from doorway to doorway, looking out one side of the ship and then out the other. As the planes would return to the attack all gravitated towards each other and formed a group near the center of the alleyway.

"Duke" Eisenberg, Third Radio Operator, not being on watch and unable to think of any reason for his remaining up there headed for the service access, a ladderway leading down to the engine room. On his way back to the access he picked up the Chief Electrician, Mr. Wickel, also headed in the same direction. As they passed the entrance to the engine room elevator Wickel shouted to Duke suggesting they go down by the elevator as that would be faster. Duke hesitated a few feet short of the entrance to the access and as he did he heard a terrific crash, felt a shudder shake the ship beneath his feet and saw a flash of orange light, followed quickly by a billow of black smoke emerge from within the access. The bomb had struck on the opposite side of the ac-

(Continued on Page 28)



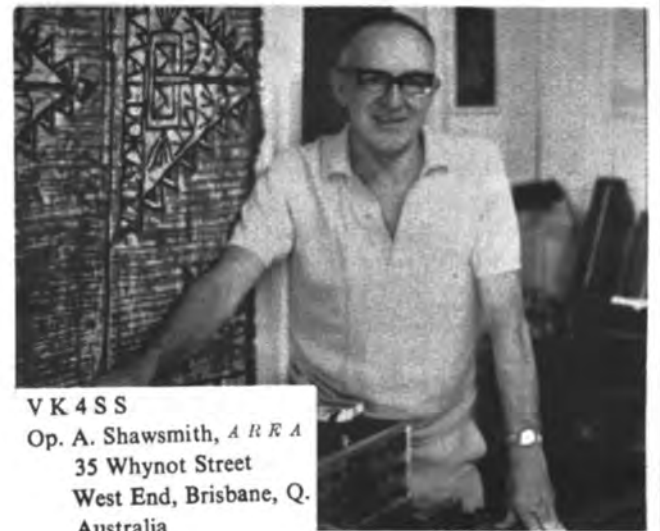
WHANGPOO SCENE - 1948



FRED E. HUNTLEY 385-V
Aboard 'FS' SS Parismina/
KDAG UFCo 1940



KPH - 1966 (Part of Day Watch)
Front Row: L/R: Jack Marrini, Warren
Simpson 26-P; Bill Meloney 300-V.
TOP-L/R: Les Burger-256-V; Walt
Leahy (D); Frank Geisel - 5-SGP and
Ray Smith-374-V. (Geisel Photo)



V K 4 S S
Op. A. Shawsmith, *ARRA*
35 Whynot Street
West End, Brisbane, Q.
Australia



FRED M. WINCKEL 335-SGP
Chop "Happy Hour" Net Call
W6QQB.



EARL W. KORF - 613-SGP
Passport Pix - 1971. Earl is
one of SOWP's Directors.



W S C - 1974
Members "Bill" Gould - 565-P (left) and SOWP
Director, Earl Korf (right) have a field day
'trying their fists out' on traffic.



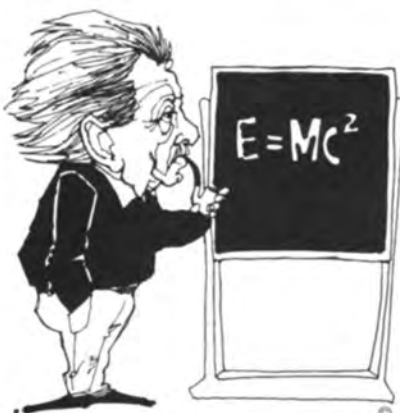
JIM CALDWELL - 10-SGP
Area Coordinator, Ariz-Pac.
Southwest.



Ed G. RASER - 35-SGP. Eastern Area Coordinator.
Director W2ZI Historical Wireless Museum. Trenton. NJ.



George G. Farmer - 85-S/SGP as
a young lad (1906) on land that
later became the site of Station
KOK where he was assigned.





picture page

SOCIETY OF WIRELESS PIONEERS



ARTHUR W. FILTNESS
"Bill" VE7WZ is the
Canadian Director for
the Society. FS was
1917 on SS Harold
Dollar. QTH: Vancouver



ERO ERICKSON - 21-P
Director - SOWP. (Chicago)

WHO ARE THEY ?



WIN A PRIZE IF YOU CAN IDENTIFY



Can you identify these men? They have one thing in common, all are or have been wireless/radio operators with exception of Guests No. 10 and 17. We give you 7 "FREE NAMES". Send in your identifying answers. The member (officers of the SOWP expected) who gets the largest number correct will receive a YEAR'S DUES PAID IN FULL. All who can name at least 10 in addition to "Free Names" will receive a gift. Answers will be published in the next issue of the "Journal".

Following are some identifying 'clews' on each man: BACK ROW
L to R.

1. Worlds first 'Disc Jockey'.
2. Answers to name "Commodore" (Old China Hand)
3. Selected as special R/O for trip of Prince Akahito of Japan to U.S.
4. John J. McCarthy - 68. Free name.
5. Sent SOS DE WMA when his ship went aground Aug. 1921 at Point-no-Point, WA. Extra-clew. He was SOWP 2nd Pres.
6. Currently - Station Manager ... KPH
7. COD-9 (Certificate of Skill Holder No.9) Operator at "PC" Astoria 1910.
8. Frank C. Camenisch - 147 (D) Free Name.
9. Emery L. Simpson - 150 (D) Free name
10. Director, Pac. Coast Chapter, World Ship Society (G)
11. Deceased Coast Guard Member - made history and name for himself on USCGC Bear and others in the Arctic.
12. Howard D. King - 105. Free name.
13. We are superstitious.
14. Dr. A. P. "Bill" Warnock (D). Free Name.
15. Early CHQP/SOWP. Authored one of finest "Electronics" text books published. (McGraw-Hill)
16. Sent ... "SOS DE WMA" (Aug 1921) Later became Chief Opr. and Station Manager KPH. Sine "FG" 2nd Prexy SOWP (Need any more ?)
17. Guest.

18. Relieved Bill Breniman on Tanker Miskianzi (KOZM) which renamed, SS Gulf of Venezuela exploded killing 32 at Port Arthur, Texas. (Easy clew - he is No. 55-SGP)
19. Chief of all radio communications in Alaska for the CAA (now FAA) for about 20 years. Now a Society Director.
20. Old "Alaska" hand. Sent SOS DE WAH (SS Dora, Alaska SS. Co.) 1916 off Kodiak Island Alaska
21. Former Deputy Chief of largest government (non-military) radio systems in the world. 2nd clew - Authored many publications. 3rd clew - Current President SOWP. 4th clew - you want I should give you his name ?
22. First Technical Associate. Outstanding researcher of early day wireless history. He has authored several Society "Historical Papers".
23. On duty at NAH April 15 1912, established sole contact with operator on the SS CARPATHIA and received first complete list of TITANIC survivors.
24. Est. he sailed over 2 million nautical miles on 35 ships over period of 25 years. Low lives in Santa Barbara, Calif.
25. COS-42. First President SOWP. Chief Operator RCA Started SOWP nets.

FRONT ROW (L TO R)

26. COS-6. Quality Engraver - made a business of it after leaving the sea.
27. Was Chief on first ship (WMP) Matsonia equipped with wireless-telephone (1922).
28. Russell Carroll (G)
29. COS #5. Member No. SOWP 25-S/SGP (Now deceased).
30. Sent SOS DE WSX (Steam Schooner Klamath) 2-4-21.
31. R/O on Sub Nautilus (Ex USS O-12) with Sir Hubert Wilkins June 1931. Sent SOS in North Atlantic using an oscillating receiver. Finally heard and rescued.
32. COS #7. Sent CQD/SOS from the SS Asia in 1911
33. Brother of No. 32. First Director of Chapter IV.
34. In an emergency, he could use his 'accordian' as a telegraph key ... code in music or set to music, so to speak. Once had 'longest' receiving aerial in S.F. some 800 feet long. Picked up POZ, etc etc.
35. Assigned the 'fastest' ship on the Pacific, circa 1917 (SS Great Northern - WIR).
36. Leslie F. Byrnes (D) Free name.

So there you have it fellows. Lets see what you can do with the idea.

The Socker

STORY PROF REGINALD A FESSENDEN

FOOTPRINTS ON THE SANDS OF TIME

BY - PROF. HERBERT J. SCOTT

Lives of great men all remind us
We can make our lives sublime
And, departing, leave behind us
Footprints on the sands of time.*

As with every new discovery, when "wireless" first appeared as a shining new light above the communication horizon, many scientists, engineers, and the usual putterers, basked in its sunshine. Some of the workers in the vineyard earned great and lasting fame; some gained fleeting recognitions; some were lost in the ferment.

One of those, fleetingly lost with the passage of time, whose name is well known to many of our senior members, but is largely unknown to many of our younger members today, is Professor Reginald A. Fessenden. The son of Rev. E.J. Fessenden and Clementina Fessenden, he was born in Milton, Quebec, on the 6th day of October 1866.

As a young man he entered Trinity College School in Port Hope, Ontario and completed his further education at Bishop's College in Lennoxville, Quebec. Upon graduation he accepted a position as the principal of Whitney Institute, in Bermuda. However, this turned out to be not to his liking and after trying it for some two years he resigned.

Following this he went to work in Laboratories of Thomas A. Edison in New Jersey where he soon became chief chemist. Here he spent a year, leaving Edison in 1890.

He next accepted a position as an electrical engineer with the Westinghouse Electric and Manufacturing Company where he remained for the next two years until in 1892 he decided on an academic career having been offered a Professorship at Purdue University. After a year at Purdue, the Western University of Pennsylvania (which was to become the University of Pittsburgh later) persuaded him to leave Purdue and join their faculty as a Professor of Electrical Engineering. Here he remained for the next seven years.

The United States Weather Bureau in 1900 appointed Fessenden as a special agent whose assignment was to develop a new type of wireless system which could be used to predict storms and to forecast the weather.

Then in 1902 he left the Weather Bureau and persuaded two Pittsburgh financiers, Thomas H. Given, and Hay Walker Jr., to put up \$2,000,000 to organize the National Electric Signalling Company to put into effect his ideas about wireless. Fessenden's work in the early years of the National Electric Signalling Company, in the course of which several experimental stations were erected, proceeded at a snail's pace. Long, uneventful days, and eternally lonely nights he spent in experimenting with circuits, with antennas, and with various detecting devices, all in an effort to transmit the human voice by wireless.

By 1905 the experimental stations had been abandoned and the Company decided to build a large transmitting station at Brant Rock, Massachusetts. This station was powered by a 55 KW, 125 Hertz alternator which gave a spark discharge rate of 250 sparks per second. The antenna, up to that time, was an unheard-of type of structure. It was designed by Fessenden and was a vertical metallic tube, three feet in diameter and 420 feet high. It consisted of eight foot cylindrical sections bolted together and guyed by insulated guy wires every hundred feet. The base rested on a steel sphere which in turn was insulated from ground!

Concurrently, a duplicate station was built in southwest Scotland in a little place called Macrihanish. Macrihanish is located on Kintyre in the Inner Hebrides, on a barren windswept coast not far from the Mull of Kintyre, facing the restless and storm swept north Atlantic.

The Brant Rock station became operative on the 11th of December 1905. Immediately the wireless operator at the U.S. Naval Station at San Juan, Puerto Rico, reported exceptionally clear reception, even through static so severe that the Marconi station and many of the other stations were completely drowned out. This display immediately aroused the interest of the U.S. Navy in Fessenden's system.

Then, on New Year's night in 1906, the first messages were exchanged with their station in Scotland. The success of this interchange was naturally of great delight to both Fessenden and his supporters. Unfortunately, three days after these successful transmissions, all further communication with Scotland ceased for no apparent reason that they could find. This communication blackout continued for three long, worrisome, frustrating weeks before communication between the two stations was once more established. This second transmission period lasted but a short time until once again signals between the two stations could not be exchanged. All this time, however, the signals from Brant Rock were loud and clear all up and down the Atlantic seaboard.

(It would be interesting to know if there might have been a period of considerable sunspot activity at this time, or if perhaps there might have been a magnetic storm of considerable severity in progress. Such activities and their effect on wireless transmission were unknown in 1906.)

During a great storm and heavy gale winds beating in from the north Atlantic, disaster struck the station in Scotland. The huge antenna was blown down and the damage done to the station itself was so extensive that no attempt was ever made to rebuild it. Authorities differ as to the date of this happening which has been variously given as taking place in December, 1906 and as in July, 1907. (Knowing first hand the temper and cussedness of the north Atlantic, I personally would favor the December date, but who am I to sit in judgement at this late date? Or as Baron Munchausen used to say in the old days of radio entertainment, "Was you dere Sharlie?")

(Continued, Next Col. Right)



REGINALD A FESSENDEN

See Note A-Page 30.

FESSENDEN, REGINALD AUBREY.

—Canadian-American Radio expert. Born at Milton, Canada, October 6, 1866, and educated at New York and Port Hope, Ontario. Fessenden became inspecting engineer for the Edison Company, New York, and afterwards professor of physics and electrical engineering at Western University, 1892. Professor Fessenden is the author of a well-known system of wireless, and below are briefly described some of the patents bearing his name.

In 1906 and 1907 Fessenden invented a number of microphone transmitters which carried heavy currents for long periods, and also a heavy current telephone relay which allowed the controlling of heavy currents by means of small currents originating in an ordinary microphone circuit or coming from a telephone line. One of these transmitters was called by Fessenden a trough transmitter. It consisted of a soapstone annulus to which were clamped two plates having platinum-

iridium electrodes. Through a hole in the center of one plate passed a rod attached at one end to a diaphragm, and at the other to a platinum-iridium spade. The two outside electrodes were water-jacketed. This form of transmitter required no adjusting, all that was necessary being to place about a teaspoonful of carbon granules in the center space. It was able to carry as much as 15 amperes continuously without articulation falling off, and had the advantage that it never packed. By a combination of the trough transmitter and a differential magnetic relay, Fessenden produced a transmitting relay for magnifying very feeble currents. An amplification of fifteen times is possible without any loss of distinctness. Fessenden is also responsible for a duplex system of Radio telephony, and the heterodyne method of reception is due to him. Fessenden has written largely on radio subjects, and is one of the leading authorities on both transmission and reception.

Not only were Fessenden's interests concerned with trying to develop a means of transmitting the human voice by wireless, but they also were concerned with developing ways and means of receiving it, and as a means to this end it was he who invented the heterodyne system of reception in 1905. As with so many of his other inventions, this one was far ahead of its time. When he devised it the only sources for heterodyning available were either a high frequency alternator or an oscillating arc. While these devices worked they were most inconvenient and difficult to adjust rendering them rather unreliable.

In 1905 Fessenden applied for letters, patent covering his heterodyne system of reception. While in later years it turned out to

(Continued on Page 30)



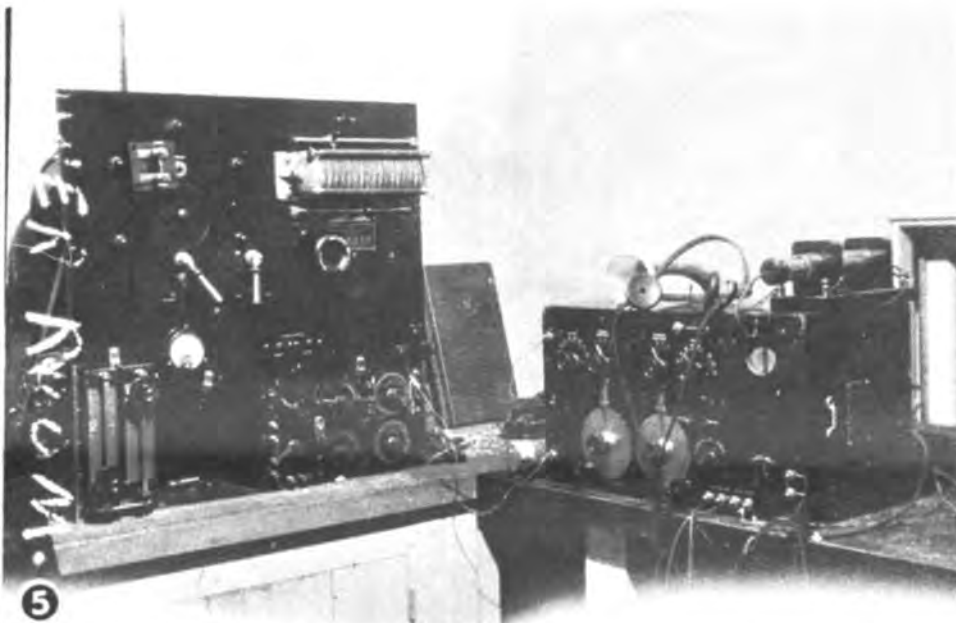
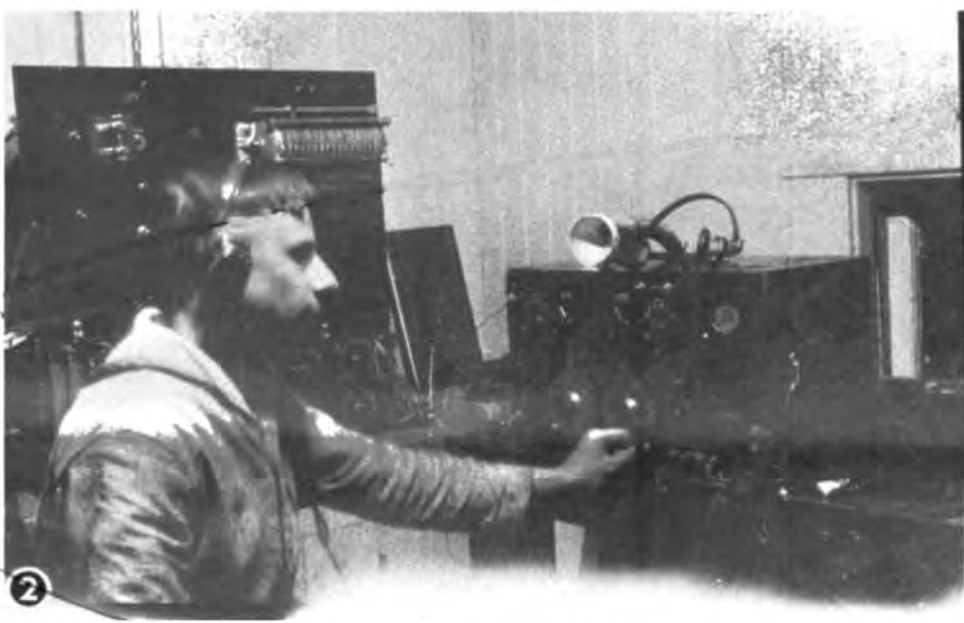
PROFESSOR HERBERT J. SCOTT

Would you recognize this genial and rather gregarious young chap as our venerable Secretary? Nearly fifty years have slipped by since this picture was taken aboard the S.S. LEVIATHAN/W.SBN. From 1927 to 1934 "Herb" (Senior SGP-838) was a Radio Research & Development Engineer, Bell Tel. Labs. Tech. Staff, NY. At the time this picture was taken (1929 - holding a 1KW air-cooled output tube) he had installed a radio-telephone station aboard the "Levi" and made several crossings on the giant liner to insure it worked properly. Leaving Bell Labs in 1934, Our good secretary spent some 30-years (with time out for WW-II) as Professor of

Radio Engineering, Communications, Electronics, Radiation, Propagation at the Univ. of Calif. Berkeley. He retired in 1964 as Professor Emeritus, Elec. Engineering. Br. Scott held 13 patents (assigned Bell Labs) and has published numerous papers in radio and Acoustical Journals. It might be noted that "Herb" started his career in 1914 as a 'wireless operator' aboard the sea-going tug ONEONTA/WPX. Later he was to operate on many West Coast ships to earn money for his college education (BSc EE 1927 - Univ. of Washn.) During WW-II he served in the USN and retired with rank of Commander to return to the Univ. of Calif. and his old position - held for him by the University. The Society is most fortunate to have a man of Mr. Scott's stature and experience as our Secretary. We are very proud of him.

GUARDIAN OF THE GOLDEN GATE

ASSIGNMENT "NPI" FARALLONE ISLANDS



Photographic record by C.W.Mulligan II89-SGP

1. - FARALLONE ISLAND - "NPI". Operator's quarters. The adjacent building housed CPO and family. CPO was in charge.

2. - POINT MONTARA RADIO COMPASS STATION - "NLH" (1921) Listening in on spare parts receiver. Piece of kelp tied on top of receiver used with single headphone unit acted as speaker. On left, back of operators head (ie: C.W.Mulligan) a Fessenden 1/2KW transmitter used by remote-control from radio compass shack about 1500' distant. This was run off bank of lead-acid batteries supplemented by a gasoline generator located in room.

3. - SADDLE ROCK. Nesting place for sea-gulls. Pix taken from the main Farallon Island. Many sea lions and California seals frequent the Saddle Rock island.

4. - FARALLONE ISLAND LIGHT & TENDER'S QUARTERS

One salt water tank and one for fresh water may be noted in lower right. We collected rain water in a cistern in the rainy season for use as drinking water throughout the year. Fresh water was a scarce item and a luxury. Note hand-rails to hold on and guide up in climbing to the light in dense fog at night.

5. - EQUIPMENT. USN receiver right (spare). 1/2 KW Fessenden Spark transmitter (left) used for radio compass work at "NLH" -- Point Montara in 1922.

6. - FARALLONE ISLAND LIGHT & RADIO STATION - 1920

Unloading supplies from a row boat sent ashore from L.H. Tender which made trip every 14 days from S.F. A two-man powered wench was used to hoist supplies in a cargo net. Sometimes we used an air-powered wench when the fog horn was on. We piped air to this unloading dock. All hands not on watch helped when the L.H. Tender arrived INCLUDING L.H. keepers and navy personnel. Tender anchored in safe water some distance out. The islands are about 30 nautical miles from the Golden Gate.

SPARKS' on the Great Lakes



RALPH C. FOLKMAN

Director, Ralph C. Folkman ("FO") has been assigned many of the great ships on 'Lake' runs including the City of Erie, SEEANDBEE, Tionesta, Frontenac, Goodtime, and Peter Reiss to name a few. He was also operator at Station "WTK" at Cleveland, handling 'Lake' traffic. He was also on the SS South America for many cruises. His delightful cartoons have been enjoyed by all members - all a labor of love. He has been a staunch supporter and a real dedicated member of the Society. His call WBAF has been on the air since 1918. He is "Spark-gap Pioneer No. 586".

CONTINUED FROM PAGE ONE

probably blow the Leyden Jar condensers." I had the procedure down perfect, that is, until that first actual message was directed to my ship. Then, overly anxious to answer the calling station, I forgot to count to five and, you guessed it, the shack was rent with an earsplitting crash and filled with blue smoke! I was off the air until repairs and replacements could be made. The delay in finally handling that first message took the wind out of my sails and put a dent in my pride as the Peter Reiss operator.

Later that season I found myself aboard the SS *City of Erie* passenger ship plying between Cleveland and Buffalo. This was a far cry from the freight job and necessitated a natty blue uniform instead of overalls. Experiences too numerous to relate happened on the *Erie*. The SS *City of Buffalo* ran exactly opposite to us, passing our ship each morning at two A.M., at which moment we two operators would "hit the key" in friendly salute.

I had noticed that when the *Buffalo's* operator pressed his wireless key, a section of lights on their freight deck brightened considerably. I told the operator about this strange phenomenon and he said he would check it. Later, he revealed that the ship's electrician had put a voltmeter on the freight deck lights and found, when the transmitter key was pressed, those lights went up seven volts above normal voltage! Apparently this circuit was somehow tuned to accept the ship's transmitter frequency and was receiving the additional voltage "by wireless." Nothing serious came of this except for the fact that bulb burnouts were more frequent in that part of the *Buffalo's* lighting system.

One season followed another and each spring found me sitting in the rooms of RCA, Intercity Radio, and other offices where operators awaited assignments to ships. Eventually I had racked up a second stint on the *City of Erie*, two tricks on the *Seandbee*, the *Goodtime*, and the *Tionesta*, then back to freighter life aboard the *Cletus Schneider*, *Angeline*, *Frontenac*, *G.A. Tomlinson* and the *William G. Mather*.

While on the *Seandbee* I saw the transition from the original spark transmitters to tube equipment, the latter permitting radiophone conversations with other ships and shore stations, as well as code. Along with this modernization in marine communication the crystal detectors (with their famous cat whiskers) disappeared as more sophisticated receivers took over.

I never had to send out an S O S, but served as "traffic cop" in connection with one. In 1925 I was summoned ashore from a ship assignment to work the night shift at WTK, Lower Lakes link with shipping, located on the tenth floor of the Cleveland Hotel. My first night on watch (first hour, in fact) there was a faint S O S on the air. Mechanically, I kicked in the big generator for the first time and piped down all ship radio activity in my area after learning that the vessel in distress was off the Virginia coast. Couldn't afford any unnecessary interference at a time like this. I kept curious lake operators muffled, policing the air under my jurisdiction until some hours later when the distress was cleared. I had kept a complete log of all the activity.

Incidentally, my chief operator Hank Grossman was the individual who, aboard the *Alpena* about seven years before, had inspired me to become an operator. He relieved me after the exciting night shift and asked to see the log. His eyes bugged as he demanded "All right, now let's see the real log." When he finally realized that I had been involved in this distress emergency he blurted out, "Wow, first hour on watch in his first coastal job—and he hits the jackpot!"

But shore-station operating somehow lacked those elements I had enjoyed so much aboard ship. It wasn't too long before I was again underway, breathing fresh air and seeing a different port every few days.

Looking back, a number of incidents stand out in my mind. Like the time when that devastating tornado swept through Lorain, Ohio, and it fell to me to serve as relay link between the freighter *Grand Island*, pinned behind the

twisted bridge in that city, and the outside world. With no wire service out of the crippled city, the *Grand Island* operator fed his messages to me on low power—and our freighter, off Cleveland at the time, passed the information on to the Red Cross and others.

Another thing I well remember is the unexpected run of jumbo perch off the dock in Little Current, Ontario, where I tied into 270 of them. Our crew ate fish for about a week. I remember the numerous times we carried ore from the Upper Lakes to the hungry furnaces of the Ford Motor Company at River Rouge, near Detroit. We proved to be an important factor in Ford's lofty aim—a new car every fifty-five seconds. I'll never forget July 4, 1924, churning southward across Lake Superior from Fort William to Marquette, Michigan. A sudden drop in temperature and heavy snowstorm coated us with thick ice. I repeat, this was on the *Fourth of July!*

Not to be forgotten is the time I slipped into the ship's refrigerator, tiptoeing past a sleeping cook, in search of a between-meal snack. The big door slammed closed behind me and the light went out, leaving me to shiver for what seemed an eternity until I was "rescued"—I almost got pneumonia from that deal!

On June 12, 1925, about 2:00 A.M., my ship, WFS, was called by WBSN. "What ship is that and where are you bound," the operator asked.

"This is the great ship *Seandbee* and our destination is Buffalo," I pounded out on the key. Thumbing through the ship directory, I found WBSN to be the SS *Leciathan*, who by now was asking for a repeat. "The great what?" the operator sarcastically keyed. "Forget it" I came back. After all, who's going to boast to the largest ship afloat about being great?

Very few employees of the C&B Lines were ever summoned to appear before T. F. Newman, general manager, unless they were in some kind of trouble. But when this radio operator got his summons, it proved quite different.

"You've been with us for a few years now," said Newman. "And although your ships have been noted for carrying newlyweds to Niagara Falls, you yourself didn't make it to the falls on your honeymoon!" With that he presented me with a pair of tickets, all-expense in scope, for me and my comparatively new wife to visit Niagara Falls in style. "Everything on the house," he beamed. Most of those sailing for the C&B Lines had him pegged as a "whip cracker." I found that he had a heart of gold.

Radio operating aboard the *Goodtime* proved to be a paid vacation. Federal law stated that this ship had to carry wireless for safety of its passengers on pleasure trips to Cedar Point, Put-in-Bay and on moonlight rides out of Cleveland. Very few messages were handled.

The acquiring of this vessel by the C&B Lines permitted the busy *City of Erie* to again return to its Cleveland-Buffalo night run. The *Goodtime* had call letters WCP, which someone said meant "Wireless Cedar Point." She carried a 500-watt spark (quenched gap) transmitter, not unlike the *Erie* and *Buffalo*. The operator was also responsible for a PA system that picked up the band on the forward dance floor and blared with big bull horns toward the pier when the *Goodtime* was departing or arriving.

But finally I succumbed to becoming a landlubber, writing for the *Cleveland Plain Dealer* as Associate Radio Editor, and serving as operator at Station WHK which was owned primarily by this newspaper. At the time, the city was dickering with WHK to devise a police radio system for Cleveland. Singled out for this task, I worked through the summer of 1929, designing such a project. In September of that year the fruits of my labor were installed at Central Police Station—with six radio cars on the road. I officially moved from the WHK control room to the new one just installed by the police, staying on after joining the department for a lengthy career. Along with "calling all cars" the system eventually added radiotelegraph for communication with other police departments in most major cities of the U.S., bringing together on this net numerous ex-ship operators. I, personally, found a few of my shipmates "pounding brass" for the police across the country.

Then, in 1965, with but three more years to go for police retirement, I was hit by the old "sailing bug" and requested a leave of absence from the department. Shortly, I was serving as operator on the SS *South American*, luxury cruise ship. Once on board, I found that what had been "wireless" had changed to sophisticated "Radio." From spark transmitters and crystal detectors it had progressed to radar, ship-to-shore radiophone, direction finders, a PA system that utilized thirty-two loudspeakers, and many other innovations too numerous to mention. It was like learning the radio operating profession all over again. And at my age then, it wasn't easy!

At the beginning of the season we carried high school seniors on three, four and five-day cruises. One of these trips catered to exchange students from Mexico, Brazil, Uruguay, Chili and Peru. Plenty of guitars came aboard with these southern kids and, needless to say, the talent shows held nightly were glorified by them.

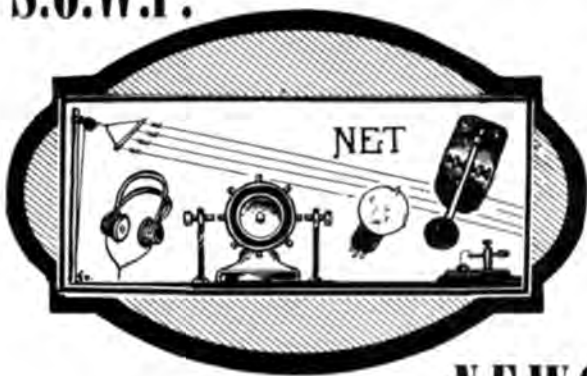
A whole book could be written on just the exciting experiences on this last of the Great Lakes cruise ships. The old *South* was an excellent feeder. Once this ship was the recipient of a national award for the best food—ashore or afloat! Waitresses, galley help, bus boys, in fact most of the crew consisted of college students working their way through school. And all were required, when they were employed, to have some special talent that could contribute to the ship's entertainment of passengers. The young fellow that saw to it that I had fresh ice water and warm biscuits at dinner proved to be another Fred Astaire on the ship stage. A dishwasher in the galley, who I later learned was a graduate of the Detroit Institute of Technology, looked and danced like Bill Robinson. The *South American* was loaded with such surprises. (One of my closest "brass pounding" buddies passed away not too long ago and I became heir to his Vibroplex (telegraph) key. Ellis Smith had more than once expressed

Concluded - Bottom Page 11

CREDIT: GREAT LAKES HISTORICAL SOCIETY

Mr. Folkman's enjoyable story was reprinted, by permission, from "INLAND SEAS" (c), The Quarterly Journal of the Great Lakes Historical Society. It appeared in the Fall issue 1975. Those who are interested in the Great Lakes will find publications of this historical organization of great interest. Information about the Society and their "INLAND SEAS" can be obtained by writing to their business office: 480 Main St., Vermillion, OH 44089

S.O.W.P.



NEWS



SOWP 'QSO' PARTY

The SECOND ANNUAL CW QSO PARTY is now history. For the 167 members who took part, it is a very pleasant memory.

Thanks to "Pete" Fernandez (W4SM) for a superb job of recording, processing of the award certificates and for his comprehensive recommendations for the future. Of course it goes without saying that we are all appreciative of the initiative taken by Vice President, "Bill" Willmot for making the necessary plans and schedules in the first place. Turn out could have been better but we anticipate that the success of this years party will be evident next year where Bill (K4TF) has again announced plans for a "super" CW QSO PARTY (#3).

DATE: Weekend of June 3/4th 1978. Mark it down on your calendar - Now!

To allow for world-wide participation, the party will run for the full 48-hours GMT period. To commemorate the event, we will again issue certificates to qualifying members. Suggested frequency will be 55 khz up from the low end of each amateur band. More details will be forthcoming as 'party' date nears. Meanwhile, if you have any good ideas, why not send them along to Wm. G. Willmot whose QTH is 1630 Venus St. Merritt Island, FL 32952.

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SOWP QSO CHRISTMAS PARTY

The Society of Wireless Pioneers will conduct a membership on-the-air "QSO" Party on the weekend of Dec. 17 & 18th, 1977. The Party will cover the full 48-hr. GMT period to allow members around the world to participate.

The purpose of this on-the-air "get-together" will be to give members another opportunity to meet one another and to pass along their season's greetings. There will be no formal exchange requirements and no submission of logs.

RALPH C FOLKMAN

a desire to serve as operator on the *South* but never made it. His key did, however, because I carried it aboard with me to use while handling message traffic. I'm sure he would have liked that.)

I soon learned that the present-day radio officer was treated as just such—an officer and a gentleman. Whoever made up the crew roster certainly had both ends of my welfare in mind. They had me eating in the dining-room with the ship chaplain, and abandoning ship, if need be, with the bartender. One who became a buddy to me was the vessel's photographer, Harry Wolf, who would amble about the decks, snapping candid shots of the passengers, everyone of which came out a masterpiece. Many of his photos now fill my files, awaiting those days when I mull over the old experiences. I won't forget that "big shot" passenger who made a \$9.95 phone call from the ship to his office in Detroit. He later made the gruelling climb back to the radio shack to get change he had coming—I think it was a nickel! In the last hour aboard before flying back to Cleveland and my old police job, I went to the pilothouse for the captain's signature on my license, attesting to my service on board. I got the signature all right, and a fringe benefit, too. "A pleasure to have had you aboard, Sparks," from Capt. Barney Olson.

Story - "Sparks on the Great Lakes," Concluded (from P-10)

SOWP NETS & SCHEDULES

NO.	NET (CW)	AREA COVERED	DAY OF WEEK	TZ (*)	LOCAL	GMT	FCY	CHOP-(a)	ANCS-(b)	Note #
1.	PICKERILL	NY-NJ-PA-CT-MA	MON TUE - THU	E *	0800* 1300*	3670	3670	W3FYD (Jack) Do.	W2ZI "Ed" Do.	
2.	EDISON	FL-GA-SC-NC-TN	SUN	E	2 PM 2000	7053	7053	K4JPF "Bill" (7061 Alternate)	W4QM "Dale"	
3.	WESCAN	BC-AK-YT-AIB-WA	MON	P	1900	0300	3555	VE7WZ "Bill"	VE7RQ "Bill"	1.
4.	PAC. COAST	CA, AZ-NV-OR-WA-BC So. CA	THU FRI	P *	2000* 1530*	0400* 2330*	3555 7084	W6RNC "Fred" K6KHA "Emie"	W6UH "Ray"	
5.	TRANSCON-1	North America	THURS	E *	1000* 0900*	1500*	14125	W5QKU "Oscar"	Vacant	2.
	TRANSCON-2	North America	TUES	C *	0800* 0700*	1600*	14125	K4NP "Vic"	W5QKU "Oscar"	
6.	YANKEE/EASTERN	ME-NH-VT-MA-	SAT.	E *	1000* 1500*	7040	7040	W1DIU "Bus"	W3FK "Herb"	
7.	CAPITAL AREA	Washn. DC, DE, MD	WED 1-3	E	2030	0430	3550	W3NVD "John"	---	3.
8.	JACK BINNS	Pac. N.W. BC, etc.	TUE	P	2000	0400	3555	W7LQ "Ray"	W7AYO "Stan"	
9.	TRANSATLANTIC	US-CAN-Holland	SUN	- -	1100	3550	3550	PAØGL "Cor"	vacant.	
10.	GULF COAST	TX-TN-OK-LA-AR-MS	SAT SAT	C C	0900 1000	1500 1600	3765 7050	W5FHN "Geo" W5TM "Ben"	W5EJ "TED" W5FHN "George"	
11.	AVOCADO	So. Calif.	Daily Daily	P P	0830 1500	1630 2300	7084 7084	W6KHA "Emie" do	W6YD "Ray" VK2AMI "Frank" VK4LZ "Les"	
12.	TRANSPAC	WC-HI-Australia etc.	FRI	P	0500	1300	14010	K6UJ "Brandy"	W6TH "Elmer"	

SSB - PHONE NETS SCHEDULED

A.	HAPPY HOUR (So. Calif)	Week-days, Local Time	1645	0045	3945	W6QQB "Fred"	Alt W6BZA
B.	GOLDEN-GATE Happy Hour	Daily	P 1700	0100	3945	W6OFL "Holgy"	
C.	"PICK-PHONE" (Same as No. 1)	TUES & THU SUN	E 1700 E 1415	2200 1915	3975 3917	W2LEL "Don" W2LEL "Don"	
D.	"FOGGY-BOTTOM" (Capital Area)	2 & 4th TUE	E 1000	1500	3970	W2DUG "Jake"	4.
E.	WESCAN	Week-days (FM) Week-days	P 0845 P 0915	1645 1715	3740 147.3	VE7WZ "Bill" VE7WZ "Bill"	

Notes: #1 Schedule 3: Uses 7055 (+/- 5kHz) Summer schedules. #2: Transcon: Suspends (official) June 15 to Sept. 15. #3 Schedule 7: Bi-monthly, 1st & 3rd Wed. #4 Bi-Monthly 2nd & 4th Tuesday each month.

NEW MEMBERS

You are invited to join any of the above nets. Other nets are encouraged for areas in which we do not have nets. New members are invited to write CHOP of the net they are interested in for schedule changes or information. Please enclose S.A.S.E. CHOP listed by reference to nets listed at left above:

1. J. "Jack" Stanley Schantz W3FYD 512 Randolph Ave. Fort Washington Pa. 19034
2. Wm C. "Bill" Willmot W4JPF 1630 Venus Street Merritt Island Florida 32951
3. A.R. "Bill" Filtz VE-7-WZ #1-1093 Nicola Street Vancouver, B.C. Canada V6G 3N9
4. Fred. Huntley W6RNC P.O. Box 478 Nevada City, Calif. 95959
5. Oscar T. Harrison W5QKU 422 Artesia Spring Texas 77373
6. Sebastian "Bus" Gahn W1DIU 118 Edgewater Road Hull Mass. 02045
7. John H. Elrod W3NVD 10933 Riverview Road Silesia Md. 20022
8. Thomas R. "Ray" Rumlles W7LQ 24704 - 11th Ave. South Kent Washn. 98031
9. Cornelis Glerum "Cor" PAØGL Nieuwe Kerkplein 29, Schore 36 (Zeeland) Netherlands 3616
- 10-1 George W. Ahems W5FHN 3216 Townsend St. Dallas Texas 75229
- 10-2 G. C. Benson "Bert" W5TM 3915 North State St. Jackson Miss. 39206
- 11 Ernest F. "Emie" Wilmshurst W6KHA 1495 Winter Haven Rd Fallbrook Calif. 92028
12. Brandon "Brandy" Wentworth K6UJ 460 Oak Street Laguna Beach Calif. 92651
- A Fred Winckle W6QQB 2070 Balmar Drive Los Angeles CA. 90039
- B Emil A. "Holgy" Holgerson W6OFL 401 Poplar St. Halfmoon Bay Calif. 94019
- C. Donald B. "Don" Masten Sr. W2LEL RFD-1, Lattintown Rd. Newburgh New York 12550
- D. Max M. "Jake" Jacobson W3DUG 612 Ednor Road Silver Spring MD. 20904
- E. Filtz, A. W. "Bill" (Same as No. 3 above).

SPECIAL NOTE: Mr. OSCAR T. HARRISON - W5QKU, 422 Artesia, Spring, TX 77373 is CHIEF OPERATOR FOR S.O.W.P. It is suggested you relay information to him about all assignments, changes in schedules or matters of interest relative Net Operations. CALL: CQ SOWP de (Call) at 55 minutes past any hour on 3555 kHz. You 'just might' contact a brother members. C

All members with a CW capability are encouraged to participate. The call will be "CW SOWP". Suggested frequencies are 55 khz up from the low end of each amateur band.

There will be NO CERTIFICATES or other awards for this party, per se. However, everyone who takes part will be a winner by having a chance to renew old friendships, establish new ones and to continue a camaraderie developed over the years.

All members are ask to publicize this event and encourage fellow members to join in the fun. Suggestions for improving participation should be sent to Party Coordinator, Bill Willmot - K4TF. - 30 -

IMPORTANT REQUESTS

1. WHEN THERE IS A CHANGE IN NET-FCY TIME OR OFFICERS, PLEASE REPORT TO CHOP OSCAR HARRISON W/O DLA SO WE CAN PUBLICIZE.
2. MEMBERS - Many new "N" and 2-LTR calls now being issued. Please be sure you report your new call (and deletion of old call) w/o dla so we can keep records up to date. TU.
3. IFN ON QSL CARDS, Please refer to Page 12 (overleaf). We have received many fine 'kudos' for these cards.

I got in the required three years to complete my time in the Cleveland Police Department before retiring. So now, with ship operating and thirty-eight years of police radio behind me, I spend my time watching for the mailman, reading newspapers, working my ham station W8AF and looking forward to my seventy-third birthday while doing a bit of cartooning. I forgot to mention that my cartoons have been a part of the Fraternal Order of Police publications since 1944; and now I draw for the Society of Wireless Pioneers, a world-wide organization of oldtime operators, mostly shipboard, who have saltwater in their veins. In my case, however, it's *freshwater* from the Great Lakes!

Mr. Ralph C. Folkman, a native resident of Cleveland, Ohio, is Director of the Great Lakes Area for the Society of Wireless Pioneers, Santa Rosa, California. A former Great Lakes wireless operator, and Cleveland Police Department radio officer, Mr. Folkman has been cartoonist for the publications of the Fraternal Order of Police since 1944, and is also staff artist for the Society of Wireless Pioneers. However, he states he is technically retired!



SOWP SLOP CHEST

New Items

DECALS



We have had several hundred calls for 'Decals' over the years and have decided to order a trial lot to see how members like them. The decals ordered are about 5" in height and printed on yellow/dark blue stock/lettering. Stock used is a self sticking vinyl which is ideal for use where durability is required and expose to water and elements make a regular decal impracticable. Delivery expected by mid. Sept. Price on initial lot: \$1.00 each ppd. (please enclose a dollar bill instead of check to relieve us from a lot of clerical work in banking). T.U.

PRICE LIST Stores

PATCHES #3" \$ 1.50 ppd.
 #5" 5.00 ppd.
 (*) #8" 6.00

(*) Available about Sept. 20 1977

TACKETT (Tie-Tac) Lapel Pins

Due to recent price increase we have decided to not stock until further notice.

LABELS (GUMMED) S.O.W.P.

#1 - BLUE (3-3/4x1")
 #2 - Red, Round 1-3/4" \$1.00 per 100
 (If kind not specified we will ship 1/2 ea

BANNERETTES

9 x 12" Wall Emblems . . . \$2.50 each ppd.

DECALS . . . 5" Yellow/blue . . \$1.00

Available about mid-Sept. If not ordered with other items, please send currency (a dollar bill - to cut down office work). TU.

STATIONERY

	QUANTITY	50	100	300
Letterheads		2.00	3.75	10.00
Note Heads		1.75	3.25	9.00
Env. #10 Large		3.00	6.00	16.00
Env. #6 Small		2.25	3.75	11.00

Prices are prepaid via Parcel Post in the U.S. and Canada

Prices are prepaid via Parcel Post in the U.S. Canada please add \$1.00 shipping charge plus 60¢ for insurance. **FOREIGN:** Please add \$2.00 for shipping costs.

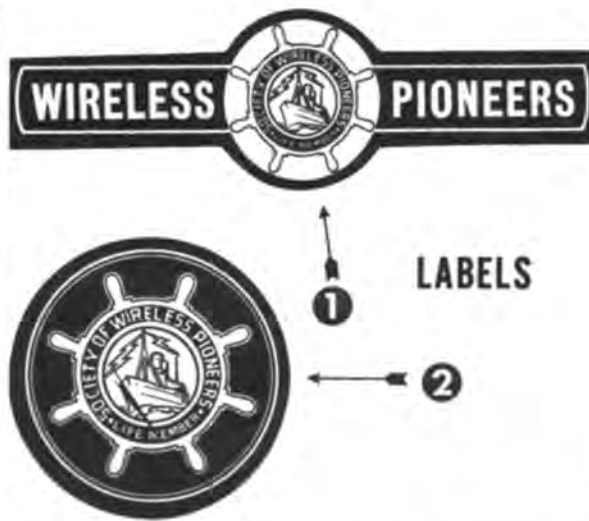
SPECIAL NOTE: If you want package insured add 40 cents insurance charge by P.O. Dept. We will securely package all items ordered but once delivered to the P.O. its your responsibility unless you have insured.

Regretfully the cost of paper, printing and threat of higher postage rates have made us hesitate to stock stationery items. We will sell stock on hand at the quoted prices until supply exhausted. After that, if demand dictates, we will quote at lowest price we can possible furnish. Our membership stationery is for "FRATERNAL" or 'SOCIAL' use only. Its use for solicitation or commercial purposes is NOT AUTHORIZED BY THE SOCIETY.

SOCIETY OF WIRELESS PIONEERS, INC.
 P. O BOX 530
 SANTA ROSA, CALIF. 95402



A beautiful personal identification of your S. O. W. P. membership. Rich blue velvet-like emblem and trim on a gold felt Bannerette. Crossbar, gilt spearheads, gold rayon cord and tassels. Simulated side borders and fringe.



QSL CARDS FOR MEMBERS SOWP SPECIAL

"QSL" CARDS... Many members say ...SOWP cards are 'TOPS'. Glad to send sample. Send SASE w/request.

TYPE "A" KROMOCOTE STOCK

QUANTITY	Note	100	200	500	1000
Shells	1	2.00	4.00	9.50	18.25
Pkg/Mail cost	2	1.00	2.00	2.85	3.25
TOTAL (Shell)	3	3.00	6.00	12.35	21.50
Imprinting(*)	4	5.50	6.25	7.75	12.50
TOTAL(Printed)	5	8.50	12.25	20.10	34.00

NOTE #1

"SHELLS" are the QSL cards printed on the face in 2-colors(black & red) without member's copy. This is Slick Kromocote stock. If you wish to order shells only for imprinting by your printer, we can furnish shells on 110 Index Stock (our type "B") at the following prices: 100 @ \$2.75; 200 @ \$5.40; 500 @ 11.10 and 1000 @ \$19.25. If you want insured, add 40 cents to above price. The 110 Index (B) stock is not as attractive as Type (A) Kromocote, but never-the-less it is a nice appearing card.

NOTE #2

Cost of packaging and shipping. Most will be sent PP or UPS. Price includes shipping but not insurance.

NOTE #3

Total cost except insurance for those wanting Type "A" Kromocote cards only.

NOTE #4

Cost of printing by Windsor Press. Copy will have to be furnished. Be sure copy is legible and correct.

NOTE #5

TOTAL COST OF IMPRINTED CARD except for insurance. Residents in California should add 6% tax of cost line 1 and 4 which is sent on to the printer.

Note: If color, other than black is desired, there is a cost of \$2.00. Cards are regular post card size 3-1/2 x 5-1/2 inches. Back(mailing) side is imprinted with usual QSO details.

Book Reviews

ICEBOUND IN THE SIBERIAN ARCTIC

NEWS ITEM.

Not too often do we receive a book authored by one of our own members and written in language familiar to the ears of our craft... a book exciting to read; loaded with adventure and coupled with historical facts and names that indeed make it almost impossible to put down.

Society member, Robert J. Gleason W3KW (642-P) sailed aboard the "Fur Trading Schooner "NUNUK/WKDB into the Arctic Ocean in the Spring of 1929. Little did he realize that the staunch ship would be caught in the Arctic ice-pack off Siberia and that he and his shipmates were to be virtual prisoners of the ice for a year, and that during the time a world renown pilot would be killed in his effort to reach the Nanuk, locked in this great vice of white.

It is a book of man's successful effort against the unrelenting Arctic. It is superbly written, replete with better than a hundred pictures, maps, press clippings and other historical material.

The book is a paperback published by the Alaska N.W. Pub. Co., 130 - 2nd Ave., South, Edmonds, WA 98020. \$4.95

The Editor has read a 'pre-publication' release issue. I will label it... the best 'five bucks' I have spent for a book in a long time! Congrats to Member "Bob" for such a superb, factual, entertaining book. W. A. B.

COMING....

"NOSTALGIC REMINISCENSES OF A TELEGRAPH OPERATOR" is the title of a new scheduled for release in late Sept. It is by a Charter member of the Society - WILLIAM G. "BILL" GERLACH - 104-S/SGP. Bill, it may be recalled, edited the TCR Edition of the Phillips Code Book, revised in 1945. We think all members will find it of top interest. MTF as we are furnished details.

EARLY EDITIONS

SOCIETY OF WIRELESS PIONEER PUBLICATIONS

We frequently receive requests for copies of the publications we have published in by-gone years. Regretfully, most members hang on to their copies and few have become available. Our print order is usually for only a few extra over the number of members who belong to the Society at time of print order. Those in excess, are furnished to new members joining, hence all copies are usually depleted within a short time of publication.

Occasionally we do receive copies. If/when available, we will sell to members only at the following prices. This includes postage at current rates but does not include insurance.

PRICE	YEAR	PAGES	TITLE OF ISSUE
2.50	1968	38	No.(Edition)
3.00	1969	76	(1) Ports O'Call (I)
3.50	1968-69	66	(2) Wireless Pioneer
1.00	1970	38	(3) Ports O' Call (II)
4.00	1971	124	(4) Year Book
3.00	1972	98	(5) Year Book
5.00	1973	130	(6) News Letter **
1.00	1973	48	(7) Year Book (POC III)#
.50	1973-74	20	(8) Directory/Call Book
2.00	1974	68	(9) Sparks - I
2.50	1975	108	(10) "SPARKS" - II
5.00	1976	112	(11) "SPARKS" - III
2.00	1976	62	(12) PORTS O' CALL - IV
4.00	1976	132	(13) Newsletter Sup.
			(14) YEAR-BOOK/DIRECTORY

(**) Book format. (#) Designed as POC.
 If you wish to order, they will be furnished on sequence received against copies as they become available. Send SASE and we will notify when available. Do not send check until notified.
 We will credit members for books returned(Inquire first. (* Separate postage for each issue wanted)



Ahem ! Gotta look cool with the skipper's daughter on board.



RAY D. O'MANN'S FIRST DEEP-SEA TRIP



A Nautical Expert in 10-days

"Full many a gem of brightest ray serene is worn by some proud dame of little soul,
While some great intellects are born to blush unseen and search for halos in a liner's glory hole."

WELL, in the long ten days that I have spent following life on the sea, I have amassed a world of information that is unappreciated by mere smatterers, unpossessed by men of lesser experience, unassimilated by those of smaller capacity, and undiscovered by less acute observers. If you could only hear me talk about the "lab board" and the "stab board" side of the ship and "horser" lines and "ten days out of Hong Chong" and "caught in a southeasterly"; and "Davids" and "slings" and "Pilates" whose names do not decorate the pages of history ("Davids" are bent lamp posts that support the life boats and "slings" are for hoisting freight from the ships' "holes"). Port holes that have no mean appreciation for Scotch whisky as well as vast rows of state rooms that the state never possessed or even heard of. Dark stairways that lead ever downward into the very bowels of the ship and "St. Jacobs" ladders made of ropes that tower heavenward until they are lost in the clouds. Countless "Michael Angelos", suspended like spiders, overhang the sides of the ship in their efforts to stay the destructive hand of a relentless sea.

There are spools unencumbered with thread, logs that never were rolled, and drums that beat no rhythm. There are bunkers that do not slip you the bunk, hatches that produce no chicks, and bridges that cross even the mighty deep. Booms unattended by the pestering real estate man and mates complete in a single unit. Sea gulls that are both boys and gulls and no age limit, old sea dogs that look for all the world like human beings, and sea urchins that don't. Then I could talk to you about quartered Chinese and nigger heads without bodies that would fairly make your blood curdle and great mammoth funnels that the untrained eye would take for smokestacks. Cabins that resemble palaces and boat swains that remain swains at the tender age of sixty. Then I might mention the purser, presumably the man who relieves you of your purse, but I'll see that he doesn't get mine.

Some good steamships are clever;
They are Union all over;
U. S. emblem emblazoned on stack;
And for coin—well I guess
They will stand by U. S.!
Every dollar must be Union jack!

Wonders will never cease. There is the fiddley, noted for its conspicuous absence of fiddles, and the wireless receiver, composed of wires mostly. There is the mess room, not for nourishing infants, but for grownups, and alleys unstrewn with tin cans and dead cats. Squalls without infant mouths to emit them and "gun wails" evolved without guns. "Steve doors" that take tangible forms of mortals and are as plainly visible as those brought out in dark seances and that stalk abroad aboard the ship in broad daylight. And tall, uncanny-looking ventilators that seem like death-plotting periscopes and give one the cold shivers. It is no uncommon sight to see a cargo that does not go, ergo it stands perfectly still. There are great beams that span the entire width of the ship that have no

more substance than moonbeams and sea boards that reach from here to the equator. And black winches that work day and night and never tire, ex- or perspire. Halls that draw fathoms of water (which is all the bunk) and cranes that will outpull a span of horses.

Viewed from every possible angle, life before and after the mast is an endless paradox. There are galleys that hold no terrors for criminals and cradles that harbor no babes. Sea paths, like stock, formed of water, and wakes without any dead. And swells, and high seas, and pitches that stir to innermost depths but not of musical genius. Saloons that you enter without knocking and depart from as feelings shall dictate. Spankers that frighten no children, and havens this side of the grave. Sea lions and sea gulls that never affiliate but maintain their species despite rigid codes to the contrary. Knots that never were tied and tide independent of knots. Ships that turn turtle without the spell of the wicked enchanter; and tramps that never walked a single mile. Ropes that become foul before one's very eyes, and under sea cables that bring news over seas. There are sea breezes like zephyrs of summer: summer, golden with promise: summer, laden with joy. Some'r not!

There are storms that surely are rippers,
O'ertake liners with nothing to rip:
And slips are evolved without slippers,
While some skippers never do skip.

And good ships that outweather gales,
Weigh anchor without any scales,
Smuggle opium and all contraband,
And then come in safely to land.

There are swinging yards like the gardens of Babylon and berths unattended by storks. Life preservers that a goat could not subsist on, and charts not for imparting information to babes but bristling with nautical lore. Perched far aloft is the crow's nest where the small boy would climb to find the brood and return with untarnished conscience. Then there are watches that operate the ship. They look just like common people but they strut about the decks and over the gangplanks as though they felt mighty uncommon. I must not omit boards of underwriters though what they write under I have yet to learn, but suppose their pens. I almost forgot to mention the slop chest, no less significant than aromatic for around it cluster all grades of the human species attracted not merely by the swinish element therein.

Time fails me for details on numerous chronological terms, their selection being determined by physical location rather than calendar or dial. 'Round the hatchways the ear records tonnage; in official rooms, message and mileage; in smoking rooms and nurseries, cribbage; on the gangplank, package and luggage; while back by the steerage, it's storage and baggage, and sausage, and cabbage, and garbage.



Photo by Joe Finzimer - 2136-SGP

S.S. LUXPALILE - KIPV NORTH ATLANTIC - 1926



The Staff and members of our wonderful organization take great pleasure in welcoming the following members into the Society and look forward to meeting you at Chapter reunions or in the pages of our publications. A wonderful camaraderie and close fellowship bind members in a brotherhood of cordial geniality and companionship enjoyed by few organizations. While the preservation of the history of the wireless mode of communications is our dedicated purpose, it also permits us to fraternize and enjoy contacts with friends and shipmates of days gone by as well as meeting those we have heard about but never had the opportunity of knowing before. May your cruise with us be a happy one.

'73' William A. Breniman - President.

Society of Wireless Pioneers, Inc.

New Members

NEW MEMBERS

CROWELL, RICHARD O. 2528-P (Dick/
Rt. 2, Box 161-B4, Crystal River (Helen
FL 32629. Phone: 904/795-4136.
FS: 1937 - SS DORCHESTER/KGBG
AMATEUR: W4ILK. Join net ? When Ret.
QSP: Richard T. Lahey - 967-SGP.

BOLLER, ROBERT O. 2529-V (Bob/Margare
P.O. Box 77, Hermitage, MD. 65668
Phone: 417/745-6913.
FS: 1940 - BNF-AMY, Station WOEZ,
Chicago.
AMATEUR: W8NYD-1966. Join Net? Pably.
QSP: Charles O. Files - 1718-V

POPWELL, DEL W. 2930-P (Del/Virginia)
1946 Sweetbriar Lane, Jacksonville, FL
32217. Phone: 904/733-9518.
FS: 1938 - CW Opr. ACF & Grnd Station;
Forest Fire Patrol/NPS.
AMATEUR: K4NBN. QSP: Bernie Bernstein

REDEKER, HARRY E. "Doc" 2531-SGP
305 Concord Way, Burlingame, CA 94010
Phone: 415/ 344-5321.
FS: 1920 - Rdo. Sgt. Hq. Idaho N.C.
K9J Boise. Special note: "Doc" now 87
was chemist w/Fed. Tel Co. 1928-32 and
worked on last Arc made (sent to
Sayville). Attended Seattle YMCA radio
school 1922 to upgrade license to 1st
cl. com'l. Worked with Charles Litten
AMATEUR: W6NU. QSP: Fred Mangelsdorf.

TAYLOR, ROBERT A. 2532-P "Bob"/Phy-
3501 Farragut Ave., Kensington, MD
20795. T: 301/949-7717
FS: 1931 - 103rd Obsn Sq. PA N.C.
Philadelphia Apt. Worked ACF 13 years,
1931-44 on CW. Later, in FAA ATC. Now
retired. QSP: Allen Barnabel
AMATEUR: W3AUS. Join net ? later.

NEVEL, CHARLES R. 2533-M "Chas/Dolore
Spring Lake Drive, Canadensis, PA
18325. T: 717/595-7775
FS: 1956 - Tuckerton Radio/WSC.
AMATEUR: W3KSO. Join net ? Yes.
QSP: Joe Finzimer/2136-WB2NCC

KREISINGER, ROBERT 2534-SGP
4712 South Chelsea Lane, Bethesda, MD
20014. T: 301/652-7078.
FS: 1919 - SS Polar Star/KELC. (Work-
ed MRI Marconi WTCA in NYC., 1917.
QSP: John H. Swafford W4HU.

McWILLIAMS, ROBERT W. 2535-V "Mick"/
8 Iris Ave, Spryfield, Halifax Gracia"
Co, Nova Scotia, Canada B3R 1A8
FS: 1947 - CGS N.B. MacLean/CGSN (Ic
Breaker).
AMATEUR: VE1BIL. Join net ? Later.
QSP: NF.

BYER, GEORGE W. 2536-V "Wally/Gene-
Box One, La Salette, Ontario, 9vieve"
Canada NOE 1H0. Phone: 519/582-1736
FS: 1941 - SS LILY/ . (Unk)
Non Amateur: QSP: Canadian Legion Mag-
azine listing).

BYER, GEORGE W. 2536-V SOS-CQD MEMBER
SS JOHN P. PEDERSEN (Nor. Tanker) In
Convoy from Halifax for U.K.. May 20
1941 torpedoed approx. 41W 51N - was
7th ship to be torpedoed that day.
Adrift 4 days with 18 crew members when
picked up by escort corvette and taken
to Reykjavik Iceland.

STEARNS, LLOYD C. 2537-P (Lloyd)
201 Echo Street, Ventura, CA 93003
Phone: 805/642-4238.
FS: 1939 - USN STA (Port Hueneme) NCA
AMATEUR: W6HNG.
QSP: Paul N. Dane (W6WOW), also Keith
S. Williams W6DTY.

SHERWOOD, ORVAL C. 2538-V (*?Bonnie)
RFD. 1, Hamilton, Iowa 50116
T: 515/943-2448.
FS: 1944 - SS FRANCIS PRESTON BLAIR/
KIKI.
AMATEUR: W6WCH. Join net ? Yes.
QSP: A. C. Ginnever VE7GY- 2260-P

DITMORE, WILLIAM B. 2539-P (Dit/Marie)
818 Maddox Ave., Aztec, NM 87410
Phone: 505/334-2550.
FS: 1926 - USSC Station WVB (7th Sig.
Svc. Co - 8th C.A. (Ft. Sam Houston; TX)
Later Svc. TRT, Western RTCo, CAA.
AMATEUR: W5QNT/6. Join net ? Yes. QSP:
Ray Warner, Elwood, Fred Huntley and QST
listing (1)

PERRY, RANDOLPH E. 2540-V (RandyMarila)
1625Tioga Trail, Winter Park, FL 32789
T: 305/628-3109
FS: 1941 - USAT LIBERTY/WVAH
AMATEUR: W6EPP. Join net ? Yes.
QSP: Wm C. Willmot.

KRAMER, VERNON W. 2541-SGP (Vern/Lois)
1823 Pampas Ave., Santa Barbara, CA
93101. T: 805/965-8129
FS: 1925 - USS HAZELWOOD
AMATEUR: W6PCD. Join net ? Yes.
QSP: Harry Plumeau - W6RNZ.

PARKS, THAYNE C. 2542-V (*?Marion)
2409 Grand Ave. (#-3), Everett, WA 98201
Phone: 206/259-4355.
FS: 1943 - USN, Station NPM.
AMATEUR: WB7CSM. Join net ? Yes.
QSP: Listing in QST Magazine.

HINCKE, BUDDY R. 2543-V (Buddy)
P.O. Box 273, Pine Grove, CA 95665
T: 209/296-7732
FS: 1947 - 1956th AACs COMM-SQDN (Tokyo
Japan) WUQT.
AMATEUR: WA6LFI. Joine net ? Later.
QSP: Qst listing.

SCHAB, EDMUND G. 2544-P (*?Dorothy)
543 School St. Fremont, CA 94536
Phone: 415/793-4058
FS: 1938 - USS CANOPUS/NIRX
AMATEUR: No.
QSP: Paul N. Dane 2195-V

VAN REE, PIETER J. 2545-M (Piet/Ina)
Elzenhof 2, Middenmeer, HOLLAND
Phone: 02270 - 1947.
FS: 1952 - SS ZUIDERKRUIS/PIYW
(New member Piet also assigned Station
Scheveningen Radio 1960-71.
AMATEUR: PAØDXK. Join net ? Yes.
QSP: Cor Schore / PAØGL.

KELLEY, GEORGE L. 2546-V (*?Gloria)
3200 Evergreen Ave., Baltimore, MD 21214
Phone: 301/426-5366
FS: 1946 - USS SHENANDOAH/NWBW
AMATEUR: Pending (Passed General) Early
K4ARS. QSP: "QST" Listing.

HAMPSON, RUSSELL J. 2547-V (Russ/Doris)
6000 Greenfield Rd. Ft. Worth, TX 76135
Phone: 817/237-3459
FS: 1940 --21st Inf. (Schofield Barrac
Hawaii) TQ1.
AMATEUR: K5TGL. Join net ? Yes.
QSP: Wm C. Willmot.

DAVENPORT, FOUNTAIN S. 2548-P (Dave/
Joyce)
2110 Shannon Ave. Indialantic, FL 32903
Phone: 305/723-5064.
FS: 1934 - USS TUSCALOOSA/NAJF
AMATEUR: None. Ex W4EQ/31.
QSP: NF.

EMRICH, ALBERT F. 2549-SGP (Al/Dcd)
27-C Crestwood Pky, Whiting, NJ 08759
Phone: 201/350-9343
FS: 1923, USS ALERT/NBL.
AMATEUR: W2LPI. Join net ? NF.
QSP: Wm C. Koczon & Ernest F. Tozier.

TAYLOR, SYDNEY L. 2550-P (Syd/Wdwr
1708 Cardinal Road, Orlando, FL 32803
PHONE: 305/898-7029
FS: 1929 - SS SAN LORENZO/WFCE
AMATEUR: WA4UOK. Join net ? Yes.
QSP: William Willmot.

ULLRICH, THOMAS W. 2551-V (Tom/June)
3302 Camellia Ave. Pasadena, Texas
77505. Phone: 713/487-0307
FS: 1949 - 923ACAW Sqdn. USAF (Okinawa)
Call: JA5XA.
AMATEUR: No.
QSP: Col. James E. Long

MARTIN, CHARLES A. 2552-P (Chuck/Edith)
7 Edward Drive, Hightstown, NJ 08520
Phone: 609/448-4542
FS: 1934 - Rocky-Point - WSS, WQK, WIK,
WQU, & Many others. (RCA Comm Inc.)
AMATEUR: N2CM. Join net ? Later.
QSP: Stephen C. Hobart

TREGER, HENRY J. 2553-SGP (Hank/Mary)
2045 Jersey Ave., Westfield, NJ 07090
Phone: 201/233-0963
FS: 1925 - SS EL MUNDO/KKU.
SOS/CQD: Sept. 2 1945 - SS Dixie/WICR
Hit reef/FLA in hurricane.
AMATEUR: W2AMS. Join net ? Later
QSP: Charles Hopkins, Earl Korf, Bud
Fischer, Frank Geisel & others.

SARGESON, WILLIAM G. 2554-V (Bill-/
Charlotte)
Burtts Corner, York County, N. B.
Canada EOH 1B0
Phone: 506/363-3075
AMATEUR: No.
FS: 1941 -- RCAF/ Var
QSP: Listing in "Legion Magazine, Canada"

2555-V
ADAMS, ANDREW ERNEST (Ernie)
GLENDURRAGH HOUSE, KESH, COUNTY FERMANAC
(NORTHERN IRELAND) UK. Phone: KESH-349
FS: 1940 - SS YORKMOOR/GLFQ.
AMATEUR: None but would like join net
later. (Has served on over 45 ships
around the world, mostly British).
QSP: H.J. SCOTT.

2556-P
HEAVENS, EDWARD H. (Ted/Lois)
13216 - 100th Avenue, Surrey, B. C.
Canada, V3T 1H5. Phone: 604/581--6760
FS: 1935 PRESS WIRELESS/CFCN
AMATEUR: VE7CHE. Join net ? Later
QSP: Robert J. Miller 1652-V

2557-M
DU MESNIL, PAUL
Tribune Court, Apt. 5, Herring Cover,
Nova Scotia (Prov.) BOJ 1S0.
Phone: 902/479-3481
FS: 1967 - SS CABAHAWK/ZIOX (Many on
list - last included VAI VAJ, CGCV and
VBJ20 (Halifax)
AMATEUR: No. Early - VEØMAC.
QSP: Benj. Bernstein

2558-P
BARNARD, HUITO E. (Barney)
679-50th Ave. South, St. Petersburg, FL
33705. Phone: 813/867-6439
FS: 1929 -- USN COMSTA MANAGUA, NICARA-
GUA / NAZ.
AMATEUR: K4NB.
QSP: Bill Franklin W4NB

2559-M (Dominic/Beverly)
MCLAUGHLIN, DOMINIC H.D.
24 Josephine Ave., LIMAVADY, County
Londonderry, BT49-9BA N. IRELAND.
Phone: Lisavady 2978
FS: 1958 - Royal Canadian Corps of Sig
nals, Reg. No. SM 108575/Gagetown, NB.
AMATEUR: G14XQO. Join net ? Yes.
QSP: Listing "Mercury" (Royal Signals)

2560-SGP (Howard/Marguerite G.)
SEYSE, HOWARD A.
103 Lou Drive, Depew, NY 14043
Phone: 716/668-5226
FS: 1925 - SS GEO. H. INGALLS/KFTO
AMATEUR: W2KZ, Early BAGW/22. Net? No.
QSP: John Elwood.

2561-V (Walter/Catherine)
TAYLOR, WALTER
P.O. Box 475 (Flat Mt. Road) Highlands,
NC. 28741. Phone: 704/526-3366.
FS: 1944 SS Albert P. Ryder/KYLG.
AMATEUR. NO. QSP: Carl Ward - 1711-V

2562-V (Lloyd/Margaret)
MANAMON, LLOYD H.
709 Seventh Ave. Aubury Park, NJ 07712
Phone: 201/774-0403
FS: 1942 - USA Sig. Labs. Ft. Monmouth,
NJ. WVAH.
AMATEUR: W2VQR/48. Join net ? Yes.
SPECIAL NOTE: Lloyd was EIC of team at
Ft Monmouth that tracked the FIRST U.S.
Satellite placed in orbit. Also worked
with Dr. VanAllen in est. presence of t'
VanAllen radiation belt. Several awards
QSP: John Elwood.

Every Member Get a Member



2563-P (Don/Lucille)
LAWSON, DONALD
6371 Central Ave., Newark, CA 94560
Phone: 415/792-0457
FS: 1937 - Schofield Bks, TH/MD1/OL4
AMATEUR: WA6MDC. Join net? Yes (CW)
QSP: Ray Irvine - 1374-P

2564-V (Len/Ruth)
RICHARDS, LEONARD H.
226 South Pleasant St. Prescott, AZ
86301. Phone: 602/445-0796
FS: 1943 - SS HENRY D. THOREAU/KFQO.
Also Ex/RR Dispatcher/Agent/WI.
AMATEUR: W7LYS.
QSP: Roy W. Cox - 562-P

2565-P (Ben/Faye)
BERKOWITZ, BENJAMIN
130 Slade Ave. Apt. 625, Baltimore, MD
21208. Phone: 301/484-5487
FS: 1930 - SS ELDA/MVAU (28 others
following).
AMATEUR: W3IC/29.
QSP: John McKinney--1001-P

2566-SGP (Warren/Dorothy)
FORD, WARREN A.
1491 Parkwood Blvd. Schenectady, NY
12303. Phone: 518/374-8228
FS: 1918 - US Navy, incl. Instructor at
Harvard (USN) radio school.
AMATEUR: W2GIB/1933. Early "WF"/1910
QSP: John Elwood.

2567-V (Phil/xxx)
PHILLIPS, FRANK A.
128 South End Blvd., Lufkin, TX 75901
Phone: 713/7632-1830.
FS: 1942 - USAT ARGENTINA.
AMATEUR: W5QPH/49. Join net? Yes.
QSP: Dr. R.L. Kurtz-1676-V

2568-SGP (Dan/Louise)
DANIELSEN, TRYGVE A.
2-D Swallow, Cedar Glen West, Lakehurst,
NJ. 08733. Phone: 201/657-7595
FS: 1921 - SS LOUIS LUCKENBACH/WFOE.
AMATEUR: W2GVP/32.
QSP: John Elwood.

2569-P (George/Joyce)
ROWLAND, GEORGE E.
9413 Robson Ave., Manassas, VA 22110
Phone: 703/361-2427
FS: 1935 - War Dept. Washn./WAR
AMATEUR: K4KX/69.
QSP: NP.

2570-P (Gene/Bernice)
HORRATL, EUGENE F.
620 Ecken Road, El Cajon, CA. 92020
Phone: 714/442-3716
FS: 1928 - USS PARROTT/NUPD
AMATEUR: K6PP. Join net? Yes (CW)
QSP: NF.

2571-P (Mac/Jean)
McDONALD, FRANCIS O.
627 "I" Street, Chula Vista, CA. 92010
Phone: 714/422-8859
FS: 1927 - MS: DONNA LANE/KDGN
AMATEUR: K6SPN. Join net? No.
QSP: I.L. McNALLY 2421-P K6WX

2572-V (Bill/xxx)
GANN, WILLIAM C.
1743 Oakdale Ave., Lincoln, NE 68520
Phone: 404/489-0709
FS: 1945 - USA Signal Corps/Var.
AMATEUR: W0BM. Join net? (?)
QSP: "QST"-Listing.

2573-V (Burton/Marian)
COBB, BURTON A.
1619 Grand Street, Alameda, CA 94501
Phone: 415/521-6139
FS: 1941 -- USN Flight Sqd 4, Pensacola
FL/4NDB(?) Also on Carrier Lexington,
Cruiser Bremerton etc.
AMATEUR: No. QSP: NF.

2574-V (Tony/Jean)
CULLRY, ANTHONY S.
1821 Peyton Place, Nanaimo, BC, Canada
V9S 2R3. Phone: 604/758-5089
FS: 1943 - HMS BELLOVA/GNMC
AMATEUR: VE7CAD. Join net? Yes.
QSP: Seymour Strauss W4TKU/6 826-P

2575-V (Fred/Dottie)
HONOUR, FRED K. JR.
1716 Peary Way, Livermore, CA 94550
Phone: 415/447-6628
FS: 1945 - USS SIBERRA (Shanghai, China)
AMATEUR: No.
QSP: Paul N. Dane 2195-V

2576-SSGP (James/Mary Anne)
EYSTER, JAMES A.
3248 Christmas Ave., Tucson, AZ 85716
Phone: 602/325-2300
FS: 1912 - SS LEXINGTON/KQL. (M&MT)
AMATEUR: No. Early "HK" 1910.
QSP: Jim Caldwell - 10-SGP.

2577-V (Joel/Muriel)
BACHNER, IOEL E.
65 Miller Ave. Floral Park, NY 11001
Phone: 516/328-1748
FS: 1941 - USS CALIFORNIA/NAFT.
AMATEUR: W2HPU.
QSP: Wm. J. KOCZY 1646-V (W2HWQ)

2578-P
WOOLVERTON, ROBERT J. (Bob)
Shattuck Hotel - #421, 2086 Allston Way
Berkeley, CA 94704.
Phone: 415/845-7300.
FS: 1930 MS City of Panama/WMDY
AMATEUR: W6WN. Join Net? When
new gear installed.
QSP: Bill Breniman

2579-P
ROBBINS, ERNEST L. ("ROBBIE"/xxx)
488 Elm Ave., Chula Vista, CA 92010
Phone: 714/422-7391
FS: 1937 - HQ 1st NavDist, Boston/NAB
AMATEUR: W6ZVA. Join net? Later.
QSP: Allen F. Barnette - 1375-P

2580-SGP
HAUSER, CARROLL R. (CARROLL/MARTHA)
P.O. Box 1105, EUREKA, CA. 95501
Phone: 707/839-0650
FS: 1920 - SS CITY OF TOPEKA/WGY
AMATEUR: W6NP/1924. Early "6HM" 1919
Join net? (check). QSP: JOHN ELWOOD.

2581-P
KELLEHER, JOHN J. (Jack/Charlotte)
3717 King Arthur Road, Annandale, VA
22003. Phone: 703/560-4438
FS: 1932 - High Speed CW Operator, War
Dept. Radio Station WVB at
Fort Sam Houston, TX.
AMATEUR: W4ZC. Join net? NA.
QSP: Dr. Wm H. MacGahan, 1164-V

2582-P
LEONS, JACOB L. (Jake/Helen)
1118 East 2nd, Fort Angeles, WA 98362
Phone: 206/457-5171.
FS: 1935 - USS CHAMPLAIN/NRUA
AMATEUR: W7YRC/56. Early W2MUV/38 Join
net? Yes. QSP: Paul N. Dane - W6WOW.

2583-P
MORRIS, WALTER F. (Walt/Hazel)
814 West 64th St. Hialeah, FL 33012
Phone: 305/822-6355
FS: 1939 - Aeronautical Radio, New
Orleans/WSNO.
AMATEUR: K4ELK/55 early W4CRS/34. Join
net? No. QSP: "QST" Listing.

2584-V
KNEDLIANS, JOSEPH A. (Hans/Wdr)
25-32 36th Ave., Long Island City, NY
11106. Phone: 212/729-7271
FS: 1942 - Station "WPPY" City of NY.
AMATEUR: W2AIQ/28. Join net? Check
QSP: Milton Schwartz - W2SF.

2585-P
LOTISH, MATTHEW J. (Jim/Alberta)
520 West "C" Street, Dixon, CA 95620
Phone: 916/678-2342.
FS: 1930 - Ocean Gate, NJ / WOO
AMATEUR: WB6KHT/76. Early W3CFG/23.
Join net? No. QSP: Ed. Harriner - 313P

2586-V
LOFTIN, ARCHIE D. (Archie/June)
230 Stadium Drive, Hendersonville, Tenn
37075. Phone: 615/824-3134.
FS: 1944 - USS LST-564/ NIHD.
AMATEUR: No.
QSP: Adrian Keranen-2394-V

2587-V
TURRELL, ROBERT D. ("BOB/ALMA")
133 CRESTMONT ROAD, BINGHAMTON, NY
13905. Phone: 607/797-2775
FS: 1944 - New Guinea (South Pacific)/
WVLS.
AMATEUR: W2UWD/46. Join net? Yes.
QSP: John N. Elwood.

2588-P
HOMEWOOD, CHARLES (Charles/Jean)
445 Boston Court, Sacramento, CA 95825
Phone: 916/483-5396
FS: 1938 O CASOC, Dhahran, Saudi Arabia
AMATEUR: WB6WRV. Joine net? Yes.
QSP: "QST" Listing

2589-M
ENGRDGG, KJELL O. (Kjell/xx)
FREDENSBORGVEIEN 74/13(or B) N 8000,
BODOE, NORWAY. Phone: 081/ 25435 Norway
FS: 1974 - HNOMS "STAVANGER" - Norw.
Navy Frigate/ LBAD.
AMATEUR: LA3JR/MM/73. Join net? Yes.
QSP: Anton Andersen-1566-P.

2590-V
HANSON, KENNETH G. (Ken/Ruth)
147 Oliver Drive, New Smyrna Beach, FL
32069. Phone: 904/428-8828
FS: 1942 - USN RDO STN NWZ (Auckland,
NZ)
AMATEUR: W4NGT.
QSP: QST Listing

2591-P
MILLER, GEORGE C. (*Anne)
376 High St., Perth Amboy, NJ 08861
Phone: 201/826-9215.
FS: 1938 - USCG/NOV, Cape May NJ.
AMATEUR: K2FD/76.
QSP: "QST" Listing.

2592-P
SOMERS, TOBE L. (*Mildred)
P.O. Box 854, Friday Harbor, WA 98250
Phone: 206/378-4788
FS: 1927 - SS Gen. W.C. GORGAS/KIP
AMATEUR - W7BO. Join net? NF.
QSP: Geo. Onsum 474-SGP (also) R.
Flagler - 1986-SGP.

2593-M
HERBERT, DANTE G. (Dan/Barbara)
1205 West Street, Genoa, OH 43430
Phone: 419/855-4129
FS: 1966 - USCGC OWASCO
AMATEUR: W8VDJ Join net? Yes.
QSP: Read PORTS O' CALL copy.

2594-P
SAYLOR, BENJAMIN FRANKLIN (Ben/Vergence)
Box 2314, Modesto, CA 95351.
Phone: 209/524-4281.
FS: 1934 - CCC HQRS, Redding, CA.
AMATEUR: K6TG. Join net? Later.
QSP: John Elwood, 396-V

2595-M
HEMMES, RENE T. (Ted/Dorothy)
47 Rose Terrace, Pittfield, MA
01201. Phone: 413/443-5787
FS: 1930 - SS CITY OF BIRMINGHAM
WFCK. AMATEUR: WB1CHO. Join net?
NF.
QSP: Frank N. Stinson - 471-P
(Impressive resume/background)

Award Winner

By Ralph Folkman



"GEE, MOM - LOOK WHAT I FOUND IN GRANDPA'S TRUNK UP IN THE ATTIC".



2596-V
HAMMOND, CARL L. (*Margaret O.)
324 Green Tree Road, Brick Town, NJ.
08723. Phone: 201/892-6873
FS: 1944 - SS JOHN A. QUITMAN/KOTQ
AMATEUR: W2TLH - Join net? NF.
QSP: "QST" Listing.

2597-V
TURIK, MICHAEL (Mike/Margaret)
P.O. Box 47, Maidstone, ONT. CANADA
NOR 1K0. Phone: 519/737-6792.
FS: 1946 - SS MILENA/HPNG
AMATEUR: VE3BJK. Join net? NF.
QSP: Canadian Great Lakes, Chapter
XV.

2598-V
CROSS, LEONARD W. (Len/None)
1528 S. E. Stark, Portland, OR 97214
Phone: 503/235-8180.
FS: 1940 - PRESEDIO OF MONTEREY/WVM
AMATEUR: W7IAT Join net? Yes.
QSP: P. DANE - 2195-V

2599-SGP
AZOY, GEOFFREY V. (Jeff/Jane)
38 Cheshire Square, Little Silver, NJ
07739. Phone: 201/842-0523
FS: 1916 - SS PROTESUS/KKP
AMATEUR: K2GIZ Join net? NF.
QSP: ED RASER 35-SGP.

2600-M (Maeve)
MILLER, LT. KENNETH V. (USMCR) (Ken/
APT. 212, 3535 Madison Ave., San Diego
CA 92116. Phone: 714/282-7540
FS: 1970 - 378th HQ CO-FT. DIX, NJ.
AMATEUR: WB2BK. Join net? Yes
QSP: K. Johnson 2308-P

2601-V
WAGNER, HERBERT C. (Herb/Helen)
Box 123, Matlacha Sta. Fort Myers, FL
33901. Phone: 813/283-0564.
FS: 1940 - Tug" ONTARIO/WSBP
AMATEUR: K4GFF. Join net? not now.
QSP: " QST" Listing.

2602-SGP
CREAGER, EMORY CLARK (Emmy/Reba)
19 Colwyn Lane, Bala-Cynwyd, PA 19004
Phone: 215/664-1109.
FS: 1917 - HQ 53rd ARIL. BRGD, AEF.
AMATEUR: K3PT. Join net? No.
QSP: "QST" Listing.

New Members - continued

2603-P
SKELTON, EDWARD (Ed/Anne)
4538 W. 12 Ave., Vancouver, BC, Canada
V6R 2R5. Phone: 604/224-4856.
FS: 1926 - SS MARTIAN/VGMK
AMATEUR: VE7KZ. Join net ? NF
QSP: NF.

2604-SGP
MAYLOTT, CARLETON F. (.P.E.)(Carl/Marior)
279 Cadman Drive, Willimasville, NY.
14221. Phone: 716/632-5955.
FS: 1924 - RCA (RIVERHEAD, NY) WQM
AMATEUR: W2YE. Join net ? Yes.
QSP: John Elwood, 396-V.

2605-SGP
BERTLEIT, HENRY E. (*/Ellen)
38124 Smith Court, Fremont, CA 94536
FS: 1920 - USS TEXAS/NCDC.
AMATEUR: None.
QSP: V. Bourg - 1020-P

2606-P
WARNER, HENRY K. (Hank/Edna Mae)
RFD 2, Windermere Place, Kennebunkport,
ME, 04046. Phone: 207/967-5914
FS: 1932 - SS GATUN/HRBG.
AMATEUR: W1HRQ. Join net ? Yes.
QSP: "QST" Listing
Note: SOS/CQD'er: Nov. 1934 SS Gatun/
HRBG broke crankshaft off Cuba.

2607-V
MALONE, PATRICK (Pat/Teresa)
87 Crown Crescent, Ottawa, Ont. Canada.
K1Z 7R7. Phone: 613/729-1175.
FS: 1942 - RCAF, Liberator Acft/LFCX-2
AMATEUR: VE3GWV. Join net ? Yes.
QSP: I. KANDEL - 1999-V

NEW MEMBERS (CONTINUED FROM P-1)

2608-M
BROSTEK, EDWARD C. (Eddie/Judy)
880 Uniondale Ave., Uniondale, NY 11553
Phone: 516/485-2880
FS: 1966 - SS AFRICAN RAINBOW/KAIX
AMATEUR: WA2VKY. Join net ? Yes.
QSP: James G. Waits 1005-M

2609-M
BALLINGER, FERRY D. (*/Linda)
1331 Concord N.E. Massillon, Ohio 44646
Phone: 216/832-8612.
FS - 1958: USS M.C. FOX/NAZI.
AMATEUR: W8AU. Join net ? Yes.
QSP: Leonard A. Riegler 1107-M

2610-V
CULLEN, FRANCIS T. (*/Justine)
93 Maplewood Circle, Brockton, MA 02402
PHONE: 617/584-3539
FS: 1941 - SS PASTORES/KIBD. AMATEUR:
K1RCD. QSP Louis Ramsey Moreau/TA-25

2611-V
FRINKS, CHARLES P. (*/Lesel)
54 Holland Road, LONDON W-14, ENGLAND
Phone: 01 603 0132
FS: 1947 - "D" Troop, 1st Const. Sqdn.
AMATEUR: No. QSP: Un-named magazine.

2612-M
ZANTEK, JOHN JR. (*/--)
3408 "F" Street, Philadelphia, PA.
19134. Phone: 215/423-2761.
FS: 1976 - USCGC "ALERT"/NZVE
AMATEUR: WB3AIC. Join net ? SRI Later

2613-M
ALBRIGHT, HARRY A. (*/Janeva)
470 Lilac Road, Casselberry, FL 32707
Phone: 305/834-0305.
FS - 1941 - 64th C.A. (AA) Ft. Shafter
AMATEUR: W4ZCT. Join net ? Yes.
QSP: Wm C. Willmot - 'K4TF.

2614-P
BECKHAM, GREEF, R. (Dick/Dolly)
P.O. Box 1433, Pendleton, OR 97801
FS: 1935 - USS COLORADO/NECR.
AMATEUR: W7FVM. Join net ? Yes.

2615-P
WOHOSKY, ROBERT C. (Robbie/Margaret)
P.O. Box 791, Hesperia, CA 92345
FS: 1936 - USS BULMER/NUPN
AMATEUR: W6TDV. Join net ? Yes.
QSP: John N. Elwood W7GAQ

2616-V
WHITE, PETER E. (*/Leone)
Wilmot Valley, RR-4, Kensington, P.E.I.
(Prince Edward Island) Canada COB 1M0
Phone: 902/436-7934
FS: 1943. St. John, New Brunswick/VAR
AMATEUR: (?) Wants to join net (Does not
show call. Perhaps plans to obtain)
QSP: Canadian Legion Magazine write-up.

2617-V
FRIEL, FRED J. JR. (*/--)
P.O. Box 7, Annapolis Junction, MD
20701. Phone: Unl.
FS: 1940 - Classified
AMATEUR: W3FU. Join net ? Yes.
QSP: John J. Kelleher W4ZC

2618-P
COUZIN, ROY I. (Roy/Jean)
2494 Ganesha Ave., Altadena, CA 91001
Phone: 213/797-0484
FS: 1935. USN S.F. / NPG
AMATEUR: W6JET. Join net ? Yes.
FS: Seymour Strauss/ W4IKU/6 826-V

2619-P
SHELLENBARGER, FRANKLIN F. (Shelly/Mary)
25 Brandywyne, Brielle, NJ 08730
Phone: 201/528-5437
FS: 1939 - USS HERBERT/DD-160
AMATEUR: WB2FHW. Join net ? NF.
QSP: "QST" Listing.

2620-V
WIECHMANN, ELMER F. (Fred/--)
5209 N. Fresno # 202, Fresno, CA 93710
Phone: 209/222-3246
FS: 1948 - USS ALBANY/NHRF
AMATEUR: WB6CCZ. Join net ? Yes
QSP: Vernon W. Kramer, 2541-SGP

2621-M
JOHN R. KLINGMAN
P.O. Box 1054, Tombstone, AZ
85638
FS: 1969 - SS CITRUS PACKER/
KBVN
AMATEUR: WA7MIB
QSP: QST

2622-M
BURGIN, GARY M. (*/Sandy)
140 Birchwood Cr.
Regina, Sask. Canada S4S 5N4
Phone: 306/586-4387
FS: 1962 - PORT ARTHUR (Ont.)/
VBA
AMATEUR: Ve5NW
QSP: Joanny Sandison

2623-V
RUBIO, CHRISTOPHER (Chris/xx)
15811 Central Park Ave.
Markham, IL 60426
Phone: 312/339-6774
FS: 1943 - OSS Washington D.C./
Class.
AMATEUR: W9NTY
QSP: QST

2624-V (Vince/Rosemary)
HOOPER, VINCENT E.
325 Lantana St.
Camarillo, CA 93010
Phone: 805/482-6028
FS: 1941 - HQ 2nd AIRBORED DIV.
(Ft. Benning, GA)/VAR
AMATEUR: W6PRH
QSP: NF

2625-P
FAY, LEWIS C. (Lew/Elizabeth)
5912 Wheaton Dr.
Fort Worth, TX 76133
Phone: 817/292-0021
FS: 1928 - SS Pioneer, Cleve-
land Cliffs SS Co./KFMK
AMATEUR: WD5CFY
QSP: John Elwood, 396-V

2626-SGP
HENRICH, WALTER (Walt/xx)
25858-11th Ave. S.
Kent, WA 98031
Phone: 941-0145
FS: 1923 - Kukak Bay, AL/KDN
AMATEUR: W7NW
QSP: John Van Dyke

2627-V (Doris)
MacLEOD, NORMAN A. (Norm/
2049 - 46th Ave. S.W.
Calgary, Alberta Canada T2T2S1
Phone: 403/243-5398
FS: 1949 - HMCS Stadacona/VGJN
AMATEUR: Inactive
QSP: Bob McWilliams

2628-M
CARROLL, DOYLE M. (Doyle/xx)
5705 Craig Dr.
Anchorage, AL 99504
Phone: 907/337-2366
FS: 1970 - USSG RADSTA/NMQ
AMATEUR: KL7ITR
QSP: Daniel D. Purnell-2344-P

2629-P
KENT, KARL W. (Karl/Barbara)
237 Brook Rd.
Auburn, CA 95603
Phone: 916/885-5631
FS: 1927 - S/S Brookings/WXOA
AMATEUR: W6ZAU
QSP: Robert J. Miller 1652-P

2630-M
PHILLIPS, HUGH S. (*/xx)
730 Muir Dr.
Mountain View, CA 94040
Phone: 415/964-4292
FS: 1957 - USS CHARLES R. WARE/
DD-865
AMATEUR: W4GKCX
QSP: QST

2631-M
MCARTHUR, MICHAEL J. (*/XX)
P.O. Box 711
Menard, IL 62259
FS: 1973 - USS Submarine Theo-
dore Roosevelt, SS BN-600
QSP: NF

2632-M
FURBER, RETO E. (*/Ruth)
Adlikersstr 45
8105 Regensdorf
Switzerland
Phone: 01/840-2983
FS: 1955 M/S Anunciada/HBDM
AMATEUR: No
QSP: Eric Walter

2633-M
WALSER, HENRI (*/Heidi)
Laengstrasse 11
4133 Pratteln, BL
Switzerland
Phone: NF
FS: 1952 - MV Allobrogia/HBFH
AMATEUR: NO
QSP: Eric Walter

2634-V
CHAPMAN, LEE P. (*/Joyce)
106 South Gaston St. Carthage, Texas,
75633. Phone: Unl.
FS - 1942 USS FLETCHER/NCFJ
AMATEUR: W5QLA. Join net ? Yes.
QSP: Frank A. Phillips 2567-V

2635-P
McFARLANE, HUGH H. (*/Marie)
2528 Bucklelew Drive, Falls Church, VA.
22046. Phone: 703/560-0897
FS: 1926 - USCG COMMSTA PORT ANGELES
WA/NIG.
AMATEUR: (Early 9BBT/1920)
QSP: Allen Barnabei

2636-V
TINGLER, JAY D. (*/LaDawn)
4203 Blaine Road, Shawnee, Okla 74801
Phone: 405/273-3033.
FS: 1947 - 20 Signal Co. Ft. Bragg, NC
WZG.
AMATEUR: WD5BUQ. Join net ? NF.
QSL: From QST listing.

RECENT MEMBERS

- 2637-P Metcalf, Robert C.
 - 2638-V Scranton, Ronald A.
 - 2639-V Pierrard, William E.
 - 2640-M Welch, Dale W.
 - 2641-P Mortensen, LeRoy, W.
 - 2642-V Forgrave, Russell S.
 - 2643-M Morgan, Tommy H.
 - 2644-V Hollowell, Arthur
 - 2645-SGP Wade, Stanley F.
 - 2646-P Barton, William V.
 - 2647-SGP Stone, Wilbur H.
 - 2648-P Esmond Volz
 - 2649-M John L. Sullivan,
 - 2650-S/SGP Ellis H. Smellie
- Complete listing of above new members will appear in our next issue.

WIRELESS CODES.

1910

LETTERS	MORSE	CONTINENTAL	NAVY
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ABBREVIATED NUMERALS USED BY CONTINENTAL OPERATORS.

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6 —•	7 —••	8 —•••	9 —••••	10 —•••••

WIRELESS ABBREVIATIONS.

- G.E. - GOOD EVENING
- G.N. - " NIGHT
- G.M. - " MORNING
- G.A. - GO AHEAD
- O.S. - SHIP REPORT
- D.H. - FREE MESSAGE
- M.S.C. - MESSAGE
- O.P.R. - OPERATOR
- 4 - PLEASE START ME, WHERE
- 13 - UNDERSTAND
- 25 - AM BUSY NOW
- 30 - NO MORE
- 73 - BEST REGARDS
- 77 - MESSAGE FOR YOU
- 92 - DELIVERED
- 99 - KEEP OUT

-DISTRESS SIGNALS-

- S.O.S. MORSE
- C.Q.D. CONTINENTAL.

HOWARD COOKSON - S-SGP-140 (Deceased May 21 1975) furnished the above early day code data before he became a silent key. Howard, one of the early day Wireless Pioneers who started his 'professional career in 1912 on the SS CUZCO (Call 1A0) was a SOWP Director at time of his death. Howard's Amateur Call was W2GW. Both 'Continental' and 'Morse codes were used commercially in the early days. The Navy also had a code of its own as will be noted in above chart.

New Technical Associates

MEYER, JOSEPH W. TA-60 (Joe/Olive)
970 Bridgman Street, Elmira, NY 14901
"Joe" has been an /T: 607/732-2771
Engineer w/Bendix mfg. Electronic equip
also Supervisor working in development
field. Retired 1963.
AMATEUR: W2VW. First call 8VW in 1919
and has been on the air since 1915.
Many close ties with professional group
QSP: Ed G. Raser, W2Z1.

TA-61
SAVAGE, JOHN E. (John/Rose)
181 Wilshire Ave., Daly City, CA 94015
Phone: 415/755-0783
Wire communications since 1918, Early
amateur, call 8BCQ-1921. Svc w/WU, Postal
NYC, SP RR, etc. Experimentar. Field of
interest was maintenance and inspection
AMATEUR: W6GKP.
QSP: ROY W. JOHNSON - 1289.

TA-62 LUNDE, CONRAD O. (Mary J.)
4444 West 129th St. Apt. 3, Hawthorne
CA. 90250. Phone. Unl. **AMATEUR:** W6AZO
Join net? Yes. Early builder X mtr
Spark equip. Closely associated with
equip. many years. QSP: R.K. BROWN &
QST Listing.

TA-63 MARSDEN, ARTHUR (Art/Billie)
1575 W. 16th Ave. SW 107 Vancouver, BC
V6J 2L7. QSP: Bill Adams

TA-64 TROTTER, SHELLEY E.
18811 E. Vanderlip
Santa Ana, CA 92705
Phone: 714/544-5372
AMATEUR: W6BAM. Instructor in
the Code and Traffic section
at the Central Signal Corps
School at Camp Crowder, MO.,
October 1942 to Nov. 1945. Was
a code instructor. QSP: John
Elwood

TA-65
DENK, WILLIAM E. (Bill/Jane)
81 Steeplechase Road, Devon, PA 19333
Historian of Communication, also a
collector of wireless/radio memorabilia
and artifacts for many years.
AMATEUR: W3JGU. Join net? Perhaps
QSP: Louise Ramsey Moreau TX-25

Address Changes

IMPORTANT CHANGE OF ADDRESS

ELWOOD, JOHN E. 396-V W7GAQ
5716 North 34th Drive.
PHOENIX, ARIZONA 85017
PHONE: 602/973-4091.
(Last QTH: Lancaster, CA).
John is V.P. (Membership). Requests
for application forms and correspon-
dence regarding eligibility should be
mailed to him direct.

MEEK, GEORGE L. 1290-P
P.O. Box 982, Fort Bragg, CA 95437
George - W6IC is "alternate" on the
TRANSCON. Former QTH: Willets, CA. New
Phone: 707/964--2607. Home is at
17950 Oklahoma Lane. Thanks to CHOP
OSCAR "W5QKU" for COA.

529-SGP
ARNOLD, COL. EDWARD G. (USAF(R))
157 West Green Glade, Camarillo, CA
93010. (Old QTH: Vacaville, CA)

BAARSLAG, CMDR KARL H.W. 175-SGP
Moves to Summer QTH 6-1-77. ie:
Winble Shoals, Rodanthe, No. Car. 27966
Phone: 919/987-2354.

BAILEY, GEORGE M. (LCDR) 1528-V
6700 Clington Manor Drive, Clinton, MD
20735. (Old QTH: Salima St. Clinton)

BORD, ROBERT L. 2297-P
233 Cascade Pine Lakes,
Iron Springs Road,
Prescott, AZ 86301.
(Old QTH: N. CHATHAM, MA.)

LOWE, GRAHAM V. 1160-SGP
P.O. Box 492, Bridgehampton, LI. NY
11932. (Returns to summer address
from Sebastian FL.)

MONTILLA, JOSEPH F. 2513-M
R #1, PENNYTON, RI 02879
(Old QTH: Box 324 FPO, Seattle, WA.)
Note: Interim address - will furnish
permanent address in near future.

VOLTZ, GEORGE L. 1870-M
2233 High Street, Logansport, ID 46947
(Old QTH: RFD same City, Also Lansing M

CHANGES OF ADDRESS

ANDERSON, ANTON B. 1566-P
P.O. Box 11937, Phoenix, AZ 85061
(Old QTH: Wilmington, CA).

NICCOLINI, MARIO E. (COL.) 1807-P
280 Prospect Ave., Apt. 6-E,
Hackensack, NJ 07601. (Old QTH:
Arlington, VA). Eff April 10 1977

TOWNLEY, CHARLES W. 2307-V
702 - 322 Brock St., Kingston, Ontario
Canada K7L 1S7 Phone: 613/542-9272.
(Old QTH: Alfred St. in Kingston).

COATES, FRED E. 960-P
FAZENDA NAZARETH, SOURE, ILHA, NARAJO
PARA 68870 BRAZIL.
(Old QTH: Caiya Postal 300, Belem,
Para, 66,000 Brasel).
(Old address takes 5-weeks. This will
shorten time considerably).

DANES, LEWIS E. 386-P
RT.4, Box 224-A, Smithsburg, MD
21783. (W3FZT). (Old QTH: Edgewater,
Md.) New Phone number not furnished.

BEAUDOIN, JULES 670-M
American Embassy, APO SF. CA 96346
(Old QTH was ACG Box 30, FPO, SF, CA.)

McINTYRE, RICHARD 877-V
CARE: POSTMASTER, SANIBEL ISLAND, FLA.
33957. (Old QTH: 243 Norfolk Drive,
Warrenton, VA 22186).

DODSON, HOWARD J. 1543-M
51 N. Main St. W Gen. Delivery
Mullica Hill, NJ 08062 (Old QTH:
3lenwood Ave. Northfield NJ).
Copy returned from S.JQ.

BANKS, DELBERT F. 813-P
2035 California St. #22, Mt. View, CA
94040. (Old QTH: Miami, Fla.)

MYERS, CHARLES A. 1571-P
1610 Reynolds Rd. Lot 358, Lakeland FL
33801. (Old QTH: Princeton, WV)

LANE, CHARLES 1397-V
18014 North Charleston St. Phoenix, AZ
85032. (Old QTH: Brownsville, PA).

MULTQUIST, JOHN A. 211-P
30 Winchester Canyon Rd. # 146, Goleta,
CA 93017. (Old QTH: Santa Barbara, CA)

SULLIVAN, P.J. 1251-M
604 South Huron, Cheyoygan, MI 49721
(Old QTH: Route/Box of same city)

TERRY, CHARLES F. 1477-P
17350 East Temple Ave. Space 431 (F)
La Puente, CA 91744. (Old QTH: Hesperia
CA)

VOLTZ, GEORGE L. 1870-M
300 Park West Court #4-6, Lansing, MI
48971 (Old QTH: Logansport, IN).

MOLKENTHIN, RAYMOND F. 1342-M
R.D.#6, Bean Hill Road
Lancaster, PA 17603 (Old QTH: Lynn Ave
in same city).

NIELSEN, WILLIAM B. 1593-V
7614 Lunar Drive, Austin TX 78745 (Old
QTH: Tucson, AZ).

TAMI, JOSEPH, JR. 324-SGP
1441 So. Pao Real Ave. Sp. #207
Rowland Heights, CA 91748.
(Old QTH: Fullerton, CA)
New Phone:

McINTYRE, RICHARD 877-V
C/O: POSTMASTER, SANIBEL ISLAND, FL
33957. (Old QTH: Warrenton, VA)

WELLER, HARRY H. 1323-P
701 East Pine - #151, Lompoc, CA
93436. Phone 805/736-0991
(Intracity. Moved from Walnut Ave.)

JACOBSEN, LOUIS H. 1751-P
4708 N.W. 26th Street, OKLAHOMA CITY,
OK 73127. Phone: 405/943-8277
(Old QTH: KERRVILLE, TX.).

LELAND, WALLACE H. 66-SGP
4122 North 17th Street, Phoenix, AZ
85016.
(Old QTH: Sun City AZ)
Note: "Wally" had to move to where
he could be taken care of. He would
enjoy hearing from any of the boys who
might care to drop him a line.

WILLIAMSON, ELVIN G. LT.COL. 2085-P
Box 20 C3, Fullerton CA 92633.
(Old QTH: San Clemente, CA)

MACARY, FREDERICK S. 2240-M
14217 S.E. 144th Street, Renton WA
98055. (Old QTH: Middlebury, CT.)

CHANGE OF ADDRESS

WALTER, ERIC 1536-M
Bucklerstr. 20 - 8181 Hori, Switzer-
land. (Old QTH: Moved from another
address on Bucklerstr.)

HENLINE, HUGH C. 2132-P
Sharon Colony, Route 6, Box 324-H,
Statesville, NC 28677 (Old QTH: Vienn
Vienna, VA).
CHANGE OF CALL LETTERS: NEW - W4JOP
(Old - delete WB4OEP).

CHANGE OF POSTAL CODE (CANADA)
GOOD, NEWTON 1565-SGP
572 Woolwich St., Waterloo, Ont.
N2J 4G8, Canada. (Old code: N2K 2B4)

HOOD, ANDREW G. 317-V
4331 Primrose Street, Yuma, AZ 85364
(Local change of Streets, old QTH was
"Dugle St.).

ELSER, COL. FRED J. 598-SGP
1031 Ala Napunani, Apt. 403, Honolulu
HI 96818. ADD Phone: 802/833-1155.
Fred is now Prexy OOTC. Said he
would be happy visiting SOWP'ers pho-
him if in the Islands. Fred's Call is
KH6CA.

DUFRESNE, JOSEPH A. 1312-M
C/O: Morgan
804 "G" Street, Anchorage, AK 99501
(Old QTH: Same but add - C/O: Morgan)

'SOUTH, SAMUEL L. (Jr.) 719-V
54 PINE STREET, PRINCETON, NJ 08540
(Old QTH: Lambertville NJ). Eff.4-1-
1977)

DURANTE, DONALD A. 1813-V
Box R-564, APO NY 09202
(Old QTH: Apple Valley, CA)

ROBERTS, THOMAS J. 644-P
999-13 Seminole Trail I.H.
Granbury, TX 76048 - T:817/573-2117
(Old QTH: Garland, TX).

HUNTER, HENRY J. W. 1912-V
United Radio & Electric
PO Box 2169,
Merritt, BC, Canada, VOK 2B0
(Old QTH: Edmonton, Alberta)

SANDSTROM, ARTHUR C. 1771-M
3103 W. Normandale St. Apt. 1041,
Fort Worth, TX 76116 (Phone not furnis-
ed). (Old QTH: Bryan, TX)

SNELLMAN, CHRISTER F. 1430-M
EKVAGEN 4, S-261 71 Landskrona,
Sweden.) Old QTH: Helsinki, Finland
Note: Add XYL "Inger"
Now on R/O on MV Atlantic Saga/SLNA.
Chris reports: The "RADIOSAHKOTAJA"
(Magazine for the Finnish Radio Officer
Union had a brief presentation on SOWP
IN Oct. 20th 1976 issue of its pub.)

SANDSTROM, ARTHUR C. 1771-M
3528-A Midwest Drive, Bryan, TX 77801
(Old QTH: Greenville, TX).

ROBSON, ARTHUR H. 545-SGP(S)
4 - Altamont Nursing Home,
1675 - 27th Street, West Vancouver, BC
Canada V7V 4R9. (Note: street given
incorrectly as 1625 in earlier listing)

MULTQUIST, JOHN A. 211-P
Space #146,
30 Winchester Canyon Road, Goleta, CA
93017. (Old QTH: Santa Barbara, CA)

BELCHER, PAUL D. RM3, 2278-M
USCGC Evergreen (WAGO-295)
CG STA FORT TRUMBULL, NEW LONDON CT
06320. (Old QTH: Queens Village, NY)

FELS, JOHN V. 1306-V
2038 E. San Juan, Phoenix, AZ 85016
(Old QTH: Different Street & Zip in
Phoenix).

QUINN, JAMES E. 1669-V
3222 Glendora Drive, Apt. 108, San Mate
CA 94002. (Old QTH: Belmont, CA).

PAULSON, LEROY D. 836-SGP
5076 Hall Road, Santa Rosa, CA 95401.
(Previous address: 1060 Spencer Ave.
in Santa Rosa). Please correct listing



Folkman • W8AF

NEW ADDRESS - - - NEW CALL LETTER

CHISNELE, THOMAS L. 1455-V
8489 ADAMS STREET, LEMON GROVE, CA.
92045. (Old QTH: YUMA, AZ.)

NEW CALL: W6XF. Delete old calls
W6SPL & WB7DUG.

MARRIED (CHANGE OF NAME

GUNDERSON, LINDA TA-35
New Linda L. Pettit, Married to "Bob"
Dec. 13 1976 (no change in address).
Husband Bob has had very interesting
background in radio and taught many
years in the N.Y. Inst. for Education
of the Blind in the Bronx. Bob is total
ly blind himself and well known for the
many test equip. devices he developed
for the blind. We wish them Smooth
and happy sailing on the voyage ahead.

MARWOOD, WILLIAM E.
3714-F White Pine Rd. Baltimore, MD
21220. (Old QTH: 11 Judywood Lane, Bal)

CUNNINGHAM, HERBERT - 1921-SGP
===== 114 High St. St. Clairsville
Ohio, 43950. (Old QTH: Delete P.O. Box
=====). Same phone number.

SPATAFORE, JOSEPH 23-SGP
2676 Harkness Street, Sacramento, CA.
95818. (Old QTH: "U" St. Sacto.)

SCHMITT, LAWRENCE R. 204-(S)SGP
P.O. Box 1114, Naples, FL 34109
(New Zip Code due to renumbering by th
Post Office. No actual move)

MUNKRES, RALEIGH A. 2419-P
507 North 19th Ave. #37, Cornelius OR
97113. Call W7HAZ (Old QTH: Fores
Grove, OR).

WEBB, DAVID J. 2259-M
14466 Sunset Drive, White Rock, B.C.
Canada V4B 2V8 (Old QTH: New West-
minster). VE7CKT. Phone ?



Folkman • W8AF

"Hope I'm not tying up
the circuit, operator.
My wife in New York is
working jigsaw puzzles
while talking to me."



HONORARY MEMBER NO. 9

Admiral of the Fleet, The Earl Mountbatten of Burma (center) shaking hands with a young sailor, a student in the Royal Academy (Maritime), giving him an award. The young sailor just happened to be a nephew of the wife of Vice President Eb. Cady. His name is Tommy O'Brien. Lord "Louis" Montbatten, as many know, wrote the first technical text books on wireless for the British Navy and was editor of the Admiralty Handbook of Wireless Telegraphy.

**Changes . . .
Amateur Calls**

IMPORTANT -- ALL NETS BROADCAST

PLEASE REQUEST MEMBERS UPDATE DATA ON CALLS SINCE MANY EXTRA CLASS CHANGING 3 & 4 LETTER FOR 2 LTR CALL. IT IS IMPORTANT.

ROBINSON, REUBEN, JR. 1367-V
Carl Mackloy Apts #465, M & Bristol
Sts. Philadelphia, PA.
NEW CALL K3SQ
DELETE OLD CALL K3SSQ

SIKES, E. LINWOOD 2520-P
16 Trumbo St. Charleston SC 29401
NEW CALL N4LS
DELETE OLD CALL WB4REV

FERGUSON, RAY D. 1091-SGP
P.O. Box 957, Fletcher, NC 28732
New Call WD4CEK
Delete WA1PRF

LARSEN, C.W. "BILL" 13-SGP
NEW CALL W6VJ
DELETE WB6JQJ

PERRY, RANDOLPH E.
1625 Tioga Trail, Winter Park, Fla.
NEW CALL W4O1Y
Delete W6PEP

McINTYRE, CHARLES H. 1691-P
1510 Nottingham Road, Port Richey, Fla.
NET CALL N4BY
DELETE WB4DDP

ISSOKSON, SAMUEL B.
Davis St. Vineyard Haven, Mass. 02568
(Correct to 15 Davis Street)
NEW CALL K1CK
DELETE OLD CALL . W1MMI

DELWORTH, LEE J. 1854-SGP
1126 N. Gardenia, Lompoc, CA 93436
NEW CALL N6AG
DELETE OLD CALL ... WB6RDW

RUSSELL, BENJAMIN J. 1853-V
2204 Monterey Blvd. Hermosa Beach, CA
90254.
NEW CALL N6SL
DELETE OLD CALL .. W6NYB

JOHNSON, KENTON A. 2308-P
20554 Hartland St. #6, Canoga Park, CA
91306.
NEW CALL N6KJ
(Old call W6NKE retained).

WEIHER, EMIL 1127-P
2038 Mt. Hope Lane, Tom's River, NJ
NEW AMATEUR CALL K2EW
DELETE W2RKR

CHANGE OF CALL LETTERS:

HESS, CHARLES H. 688-P
1507 Vernon St. LaGrange, CA 30240
ADD NEW CALL N4HC
DELETE W4POV

WALWORTH, FREDERICK 2189-P
10172 Casa View Ave., Dallas, TX 75228
NEW N5EE (Says "SHORTEST U.S.
CALL" assigned.
DELETE K5CK

WYATT, HOMER G. 648-M
RFD #5, Box 57, Paducah, KY.
ADD NEW CALL N4GD
DELETE K4UNW

CRONAN III, WILLIAM S. TA-56
9056 Willowgrove Ave. Santee, CA. 92071
ADD NEW CALL N6SE
DELETE WA6NFB

BROWN, ROBERT P. 92-SGP
1484 Elm Ave., Long Beach, CA 90813
ADD NEW CALL N6OB
DELETE WA6ZKI

LEE J. DELWORTH - 1854-SGP
1125 N. Gardenia, Lompoc, CA 93438
NEW CALL N6AG
DELETE OLD CALL . WB6RDW

COLBERT, WILLIAM R. 1064-M
10333 Grouse Road #41
El Paso, Texas 79924.

NEW CALL W5XE
STILL CURRENT W5QYK
Member "Ray" informs re: Hamfest to be
held in El Paso, TX Aug. 20-21st. More
on it later.

AMATEUR CALLS - CHANGES ETC

STUBER, KENNETH A 1852-M
1957 N.E. 5th St. Deerfield Beach, FL
CANCEL Amateur call: WB4CQJ
ADD New Call: N4KS

MATTOX, ROBERT H. 905-V
103 Delldale Avenue, Channelview, TX
77530.
CANCEL Amateur call: K4TC.
ADD New Call: N5AD/MM

BOLLER, ROBERT O. 2529-V
Box 77 Hermitage, MO. 65668
NEW CALL.....N0RB
DeleteW0KYD.

HOLZENBERG, EUGENE V. 720-P
P.O. Box 382, Lincoln City, OR 97367
NEW CALL K7PQ
Delete WB6PFO

McINTYRE, CHARLES H. 1691-P
1510 Nottingham Road, Port Richey, FL
33568.

NEW CALL..... N4BY
Delete WB4DDP

AMATEUR CALLS OF MEMBERS

ANDERSEN, BENT O. NYGAARD 2364-V
Chevron Overseas Tanking Corp. 555
Market St. San Francisco CA 94105
(SS. "CHEVRON PERNIS") (Master)
NEW CALL EL0AF (Bent)
OLD CALL EL0R/MM

MARRINER, EDMUND H. 313-P
528 Colima St. La Jolla, CA 92037
NEW CALL... W6XM
DELETE .. W6BLZ

BAHR, LELAND L. 1968-M
10406 W. 52nd St. Shawnee KS. 66203
ADD: W0VT (W0'VT) as primary call.
W9DRC is secondary call. Delete WB0RNV

'Lost' Members

IMPORTANT

The last issue of "SPARKS QUARTERLY JOURNAL" was mailed to every member who had a current address on file.

Some members who moved, neglected to inform us of their new "QTH" ... or in some cases sent in their new Change of Address AFTER we had placed SPARKS-JOURNAL-QUARTERLY in the mail.

All members should be aware that unless they make arrangements to forward Second, Third and Fourth class material AT THEIR OWN POST OFFICE --it will NEVER REACH THEM.

When the Post Office can not deliver the 'Journal' (Second class they tear off the address block on the back sheet and return it to us advising of "non-delivery" or if they have a forwarding address on file, they annotate same on copy. This costs us 25 cents.

However, since the P.O. destroys the member's copy, it is likely we will be unable to send a duplicate since our press run allow for only a few extra copies and it is likely we could not furnish duplicates even if we wanted to.

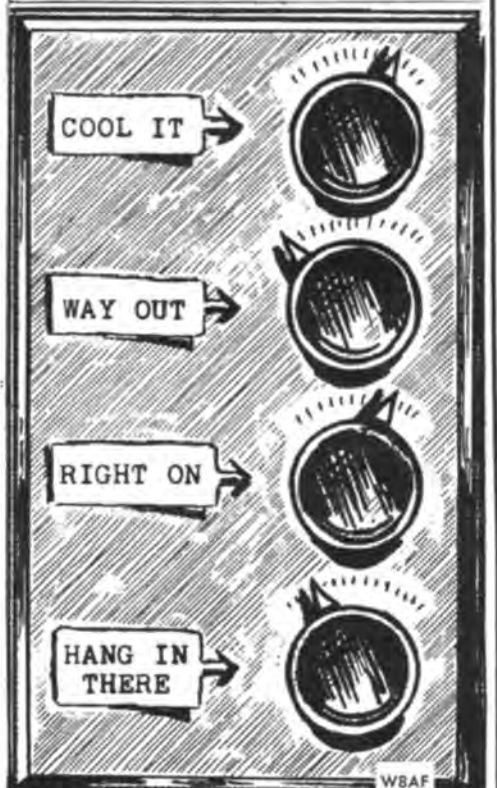
It is therefore IMPORTANT that you take affirmative action in sending us your new "QTH" in time so that we may correct our mailing list -- also to save us the extra expense of paying the P.O. an extra 25¢ for the info. that the address was not a valid one.

When you plan to move ... PLEASE notify us as far in advance as possible. It may insure that your copy will not turn up missing. Thank you.

Mail has been returned from the following members with notation "Moved", Unknown, etc. If you have the current address of any member listed we will appreciate having it to correct our records. Thank You.

- ALATERAS, Anthony G.
Houston, Texas.
- BARGFELD, FRED G.
Pendleton, Oregon.
- BOEHM, John C. III
APO, N.Y.
- BONKER, DAN L.
Oklahoma City, OK
- BRANDFAS, RICHARD W.
Lincoln, Nebr.

- CLARKSON, GRAHAM A.
Smithtown, NY
- CLEMENS, ROY H.
Honolulu, HI
- DAVID M. DOYLE
FPO. NY 09593
- DRIGGERS, PAUL W.
Norfolk, VA
- DUFRESNE, JOSEPH A.
Anchorage, Alaska
- ELLIOT, KEITH A.
APO, San Francisco
- FAHY, MATTHEW M.
Limrick, Ireland
- FLECK, WILLIAM J.
Duluth, Minn.
- FORTUNE, Catherine L.
St. John, N.B. Canada
- GULBRANDSON, MARDY D.
FPO, NY09501
- HAVET, HUGO W. JR.
Reno, Nevada.
- JAVANEL, MICHAEL J.
Seattle, WA.
- KAINER, ROBERT A.
Miami, Fla.
- LAYMAN, PAUL ERIC
Los Angeles, CA
- LENGGYEL, ROBERT R.
Pleasant Hill, CA
- McLEAN, CHARLES W.
Ocean Falls, BC. Canada
- NANTZ, RAYMOND L.
New York, NY
- OATMAN, MARSHALL Z.
La Quinta, CA
- PAUL, WYLIE A.
Citrus Heights, CA.
- SANDERS, BERNARD R.
St. Louis, MO.
- SCHOENING, ROBERT W.
Minneapolis, MN.
- SHUPE, PAUL D.
Key West, Fla.
- SILVA, VINCE W.
Tofino, BC. Canada.
- SNOW, DAVID L.
Lewisporte, Nfld, Canada
- SPRAGUE, JOHN L. III
Lynn Haven, Fla.
- STUTZMAN, THOMAS C.
Detroit, MI
- THOMAS, RALPH L.
Hermosa Beach, CA.
- TITUS, GORDON,
Gravenhurst, Ont. Canada
- WARNER, HARRY E.
San Leandro, CA
- WILLIAMS, CHARLES
Haynesville, LA
- YOUNG, BO-LEE
% Transocean Gateway, LA



TRANSMITTER CONTROLS OF THE FUTURE WILL PROBABLY BE LABELED IN 'MOD' TALK



SILENT KEYS

We twist the dial and listen for fists that are not there. Then sadly we remember They are no longer on the air. The signals that once streaked across the silent, empty sea - The Chief of all the Universe has 'broken' - - "QRT!"

New men now take your places they are not quite the same - like missing a familiar face We miss your well known swing. We'll make them friends - just as we always do. But when we clamp our headsets on, We'll think of you boys too.

Bon Voyage! old friend, the best of luck.

Short watches - better pay. Just be on hand to welcome us When we have signed "SK" --May there be those who miss us too, and say some words like these: When we... shall stand the watch 'Up There' with you -- and other silent keys.

Harry W. Allen
2215-P

MATHENY, CAPT. JAMES D. USNR/RET.1690-SGP.

A letter from the Trust Officer, Bank of America who is acting as Executor of the estate of late Member "Jim" Matheny informs that he passed away, Nov. 27th 1976. No further details available.

It is known from our records that wife Edith predeceased Jim on 28 June 1976.

Jim's first assignment (FS) was 1918 on the USS CANANDAIGUA/NCR. He served in the USN during WW-1. Later grad. with B.S. degree EE. In 1943 served as navigator on the USS St. Mihiel in charge Comm (Radio & Visual).

AMATEUR: W6FYG/1964. First call was W9TAD about 1932.. QSP was Ed Marriner in Jan. 1975. We will observe a moment of silent on our nets for our departed brother and friend.

KELLER, THOMAS B. 1315-SGP

4280 W. 137th St. Cleveland, OH 44135

Director Ralph Folkman sent us a clip from the Cleveland Plain Dealer of April 10 1977 informing of the passing of member "Tom" Keller on April 8th 1977 "...after a brief illness".

Mention was made in the news release crediting Keller with saving a co-workers life in 1923 using his radio to get medical inxns from a doctor. He was working for the City (of Cleveland) as radio operator on the Five-Mile Crib the water intake system offshore in Lake Erie.

Survivors include his wife Marie E., two sons, a daughter and two sisters.

"Tom's" FS was in 1923 on the SS A.M. Byers/WMY.. He nearly slid overboard on slippery decks on Lake Superior on the SS Emory L. Ford/KFKL... this was deck ice.

Our sympathy and condolences to his wife and family and a moment of silent on our nets for our dear brother Sparks.

LAST "TR" INTO THE SUNSET

SILENT KEYS

HAIG, JAMES DONALD 1836-(S)SGP

Earl Korf reported that he learned our old 'shipmate' "Don" had become a silent key while attending a monthly get-together at Kenny's Restaurant in Cherry Hill (NJ).

Don is probably our oldest active professional radio officer. Don was 82 and was getting ready for his 3-mo annual training trip on the SS "State of Maine". Earl couldn't furnish the exact date but in was the last few weeks as we heard from Don recently. Wife reported he had been raking up some leaves, had come in. She went to the kitchen to bring him a drink but when she returned he was gone.

The new "SPARKS JOURNAL" will take a bit of time getting around but we devoted a whole page to Don Haig. "HAIG'S PAGE" in which he recalls some of the early days of the wireless. Sorry he can't read a copy that he authored. We think all will find it very absorbing.

Don's FS was in 1913 on the USS Vixen/NVS. He was on the Indian/KQI, Tuscan/KQT, Paraguay/KIT in 1915; Georgia/KUR SS Kiteguan/KITG 1919; Munargo/KDWH 1921; Steel Inventor/KDJL. He sent an SOS from the SS Kiteguan/KITG in Dec. 1919. Somewhat of a coincident... we were typing up his SOS/CQD CERTIFICATE when we received the news of his passing. Don was not an active amateur but did keep up on the hobby. We was, as we have indicated before a very fine artist. We still have one or two of his water-colors we will try to bring to members as conditions permit. We had in mind a calendar for 1978.

Don is survived by wife Genevieve, to whom we extend our deep sympathy. A moment of silent on our nets honoring this fine gentleman. (MIF if/when we receive DATE/Details).

KLEMM, HAROLD R. 1768-P

4A Hillside Ave. Peabody, MA 01960.

Word was received from the son of our good member "Flash" Klemm, that his Dad had become a silent key 18 Dec. 1976. Details not available. Flash's son F.P. Klemm is RM2 with the U.S. Coast Guard in Hawaii - QTH: 901 Kakui Drive Honolulu, HI 96819.

Flash's first assignment was on the USS JOUETT/NIE. He served on some 16 ships during his first 6 years in the Navy then transferred to Aviation duty for 20 years. He participated in many rescue flights and survived 2 plane crashes. Last assignment prior retirement was an aviation rescue unit at Agana, Guam.

The Society and its members send its sympathy and condolences to son F.P. Klemm and relatives of his father. We pause a moment in silent tribute on our nets to the memory of our brother member

PUCKETT, JOSEPH L. 1792-SGP

2320 S.W. Binkley St., Okla City, Ok 73119. (Joey/Myrtle)

We received word via Bill Willmot, from wife Myrtle that Joey became a Silet Key April 30 1977 and was buried May 3rd. Joey had been sick since last Dec. in Hsp 3 weeks, home a day then in nursing home 2 weeks. He got worse so went to Veterans Hsp where he stayed until he passed away. Joey's FS was at NSS (Anapolis) in 1919 also the USS RENA MERCEDUS DETACHED service. Stationed 1918 at Pensacola at NAB. QSP was by William C. Willmot. Joey told us several times that "...he loved the Society" and he was back of us 100% in all of his correspondence. We do sincerely miss this fine gentleman and our heartfelt condolences to XYL Myrtle. A moment of silent on our nets and a prayer in our hearts for Joey and his family.

SHELTON, WILLIAM C. "BILL" 1047-SGP

5205 Village 5, Leisure Village, Camarillo, CA 93010.

We received information as we were going to press with the Log from Col. Robert (Bob) Bowker whose QTH is in Thousand Oaks that "Bill" became a Silet Key on March 7 1977 from a heart attack. Bill had been quite active both physical (walking) and on 75 meter phone from his ham station K6AAK.

Bill's FS was in 1925 at Lake Worth, FL at WOE/WND. He was at ATT/BELL Labs, Later with SW Bell at Dallas and in 1950 owner/builder of Santa Fe Tel Co at Melrose Fla. He was assigned as a civilian at Vallejo, CA (NPG) and later at Cavite, PI (NPO). Also USA at Fort Huachuca and 1960 to circa 1972 at Pt. Magu as head Telecom Systems Dev. Pacific Missile Range. Bob Bowker said that he was his box at one time and reported on the many friends that member Bill had over the world. A moment of silent on our nets and may we remember these wonderful shipmates in our hearts.

LINDH, CHARLES A. 676-S-SGP

We received a report via Frank Geisel that member "Charlie" Lindh became a Silet Key on May 2 1977. Details of his passing are not available, however it was reported that he has been in a convalescent home for quite some time. Mail to him, addressed Albany, Calif., was returned in August 1976 and he was listed as "Lost" however no one was able to furnish his QTH since.

Charlie's first assignment was at a shore station in Hawaii (Oahu) at Barber's Point. He was with Hawaiian Wireless Telephone Company spending 5 years at Mookai. Later he was radio repairman for SORS and also with the Marconi (American) Company.

Charlie was Wireless Operator on the SS CONGRESS/WGT WHEN this ship caught fire and burned, Sept. 14 1916 about 3 miles off Coos Bay Oregon. Captain N. E. Cousins was skipper of the Congress at the time. She ship had 423 souls aboard. The fire became an inferno but thanks to good seamanship of Capt. Cousins and the early dispatch of the SOS by Charlie Lindh all were saved. Never did a fire devastate a ship so completely as the Congress and yet stay afloat. She was rebuilt and later became the SS NANKING/KKEE. She was later renamed the SS EMMA ALEXANDER and during WW-II the SS EMPIRE WOODLARKS. QSP into the Society by Frank Geisel and Ray Zerbe in Oct. 1970. Charlie's wife had predeceased him. A moment of silent on our nets for this Senior Spark-Gap Pioneer who made wireless history.

HUGH E. SIMPSON - 673-P

Letter from member Floyd Hermanson, W572-P of Lake Clarke Shores, FLA on June 9th reports the passing of SOWP member "Hugh Simpson, 11537 Links Drive Reston, VA 22090 on June 2 1977. He was buried June 8th in Reston. Hugh's "FS" was in 1936 on the SS KENOWIS/KOSV. Other assignments included the SS Bell Ingham; 1937 SS Antinous/KDXX; 1939 w/PANAM Brownsville flying DC2 & 3 on Panam Atlantic Div; also B-314, S-42 to Europe, Africa & So. America. 1940 Panam, Lisbon Portugal on worldwide routes and many types acf. 1951 SS Santiago, 1952 SS James McCosh/KORZ 1952054 with U.S. Department of State as Communications Officer. later with U.S. ARMY 54/58 same capacity. 1958-60 DoD; 60-65 DoS; 65-70 Dept. Air Force and 1970 Dept. State. Incidentally, Floyd Hermanson was with TAP in Turkey circa 1955 when Hugh and XYL Genevieve moved in house nearby in Ankara. Floyd reported that Hugh retired from the Foreign Service a short time ago. He and XYL drove South a few weeks ago visiting friends including the Hermansons. After an enjoyable visit Hugh and XYL drove to the West Coast of Fla where he had a heart attack in Port Charlotte which he did not survive. Hugh was a real fine Southern Gentleman a credit to his home state of Alabama and all Southerners - also SOWP.

GRANGER, FRANK M. 1320-SGP

4006 Queensbury Rd. Hyattsville, MD 20782.

Member Frank Stinson relayed a clip from the "NAVY TIMES" of April 1977 which reports the passing of member Frank Gager on April 5th. Cause not given. Frank was 72 and had retired as Scientist with the Naval Research Lab. He headed the radar techniques Br. from 1946 to retirement in 1973. In 1970 he received the Navy Distinguished Civilian Service Award. He was considered an expert on Over the horizon radar.

FS: 1924 SS MUNWOOD/KUH. Also served on the SS Cambria/WPY to 1925 then at Bdc Stn. WPC (Penn State). AMATEUR CALLS were W3LSI & W8FDH. Early call was "OP" at Chicago in 1916 and 8BYH/1920. He

leaves wife Myrtle, a son, daughter, sister and 5 grand children.

The Society sends its sincere regrets, our sympathy and condolences to wife Myrtle and family. May we observe a moment of silent on our nets in honor our departed brother.

GRANGER - ADDENDUM

Director Allan Barnabel furnished a clip from the Washington Post of 4/7/77. Our former shipmate had a serious operation in Sept. 1976 and re-entered Hsp March 20 1977. "Al" reported Frank's wife said that her husband was very proud to be a member of the Society.

ERICH, WILLIAM J. "BILL" 107-SSGP

630 No. Lover Sacramento Rd. Lodi, CA 95240.

Member J.J. "Mac" McCarthy W6MC reports that the Stockton Record of April 21st carried a report on the passing of Bill Eric, SOWP member No. 107-Senior SGP. Bill was one of the Society's Charter members. Death occurred on April 20 1977 at his home in Lodi. Bill was 85 years old. Bill had a "fabulous career", including cabin boy, radio officer on many vessels, ranches in Calif, Nevada and Australia and finally 15 years as a plantation owner of "Vanilla Villa" near Suva, in Fiji. He maintained a fine amateur station in Fiji and also one at Lodi and through the help of close friends kept schedules between the two. "Mac" W6MC and XYL visited Bill Easter Sunday 1968 at Vanilla Villa. He had transferred a swamp into a floral wonderland, but his satisfaction had, at that time, diminished by the passing of his wife.

He subsequently married again and fortunate in finding a woman who provided immeasurable comfort during his last years. Returning stateside about two years ago he fell in Honolulu and sustained painful injuries. "Bill" was on the SS MAUI (WNR) when Ye Ed was on the SS MATSONIA (WMP) and many an 'Ocean letter' did we exchange for mailing as we passed each other midway between Honolulu and San Francisco. Tempus fugit. Another of our very fine old timers has passed on to the realm of tranquility and supreme beauty. A moment of silent in his memory on SOWP NETS and our condolences and sympathy to his wife and family. - 30 -

ALFRED K. ROBINSON - 200-SGP

Letter from former Director Earl W. Baker of the Jack Binns Chapter informs of the passing of our long-time member "Robbie" Robinson W6YT and whose old ham call "7AL" goes back to 1917. Robbie moved about 6 months ago from Poulso, WA to Porterville, CA (1641 W. Kanai, Zip 93257). The record comes that he died of a heart attack on May 17 1977.

"Robbie's" FS: 1918 - SS ADMIRAL WATSON WAW. We had just issued a "SOS/CQD" Certificate to Robbie for his experience on the SS SEWICKLEY 9-20-1919. He was and served aboard the SS Alameda, Jefferson, Lake Tonche, Adm Evans, West Ivi Jefferson, Pres. McKinley, City of L.A. Pres. Harrison, Anna E. Morse. In 1924 he was SORS Inspector. Also worked at KFT in Everett, WA. 1918-56 he was Radio Inspector, Radio Eng. Dept. Com FRC & FCC. EIC, Primary monitor Station Laurel MD. One time he had a business "Robinson Electronics" in Orange, CA. His Ham call was W6YT with old call 7AL going back to 1917. He also held old call W7TM. We all join in sending our heartfelt sympathy and condolences to XYL Edna and family members. A moment of silent on our nets in solemn respect and in our hearts a feeling of 'thanks' to have known "Robbie"... a very fine gentleman of the old school.

HARTLIND, EIGAR R. (Ed) 1438-P

6 Garden Drive, Dartmouth, Nova Scotia, Canada. BJA 2Y9.

We received a note and newspaper obit clip from member Warren Spicer 7-11-77 informing of the death of our member, "Ed" on July 2 1977. Cause was Heart Attack. Ed was listed as 61 years old Predeceased by wife Vera, he is survive by one son and one daughter. Burial was at Dartmouth Memorial Gardens.

Early experience of "Ed" included his FS in 1934 on the SS HOLMWOOD/VQCV. He served on various ships and trawlers in and to 1937. Then joined Marine Div. of Royal Canadian Mounted Police. Served on various ships of the force as R/O to WW-2 when he joined the Royal Canadian Navy. Spent 3 yrs Pac. area and 3 as Instructor at Radio School. After war joined Marine Div. RCMP and placed in charge of Comm. for Prov. of Nova Scotia where he supervised instln of all equipt. for RCMP. Remained in charge for 25 yrs. Amateur call was VE1AIF. Member CARF, RCMP's Vet. Assn, Tan's Club etc. QSP by A.P. Stark 1155 V. A moment of silent on our nets for and our sympathy and condolence to Son and Daughter of "Ed". - 30 -



● (8) J-7-A US Military 1921. This key had been stored 50 plus years in a remote warehouse, Brooklyn Navy Yard.



● (177) KOB w/sounder. Camelback by Bunnell Co. NY



● (33) SPEED-X Tear-drop, black ckl.



● (49) American "Tele-Key" (Side Swipe)



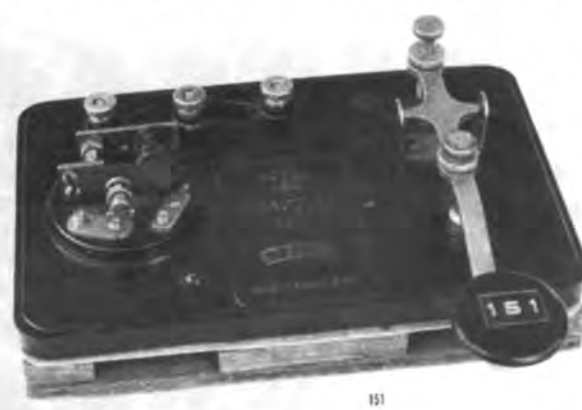
● (155) English. Marconi - Type 365-B Large key. Lever arm L-6"; W-1/2"



● (48) ROTOPLEX. U.S. Signal Corps Mfr. H.G. Martin Co. (1943) For use with Xmtr M.S. 738 (Clark Co. Louisville KY)



● (176) Key used by U.S. Military in WW-II. No markings. Nicknamed "The Pressure-cooker" by Elwood's XYL/Edith. Small key mounted in flame-proof compartment. Heavy construction.



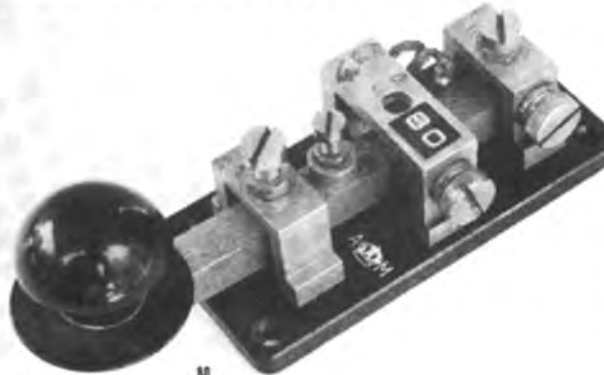
● (151) Speed-X, Mod. 450 Practice Set w/buzzer. Mfr. Speed-X. SF.



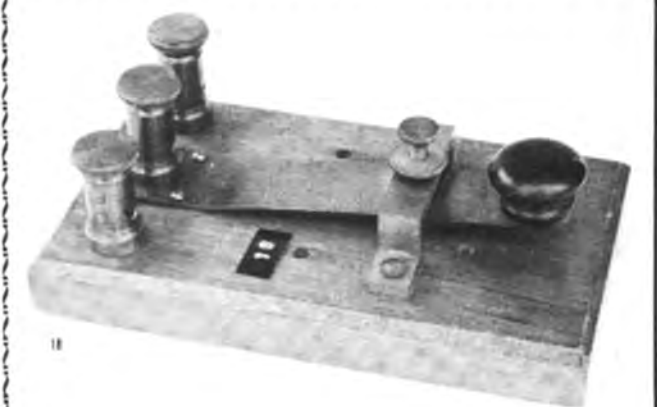
● (7) J-5-A. USA Signal Corps, WW-2 (Flame Proof key) 1941.



● (138) J-47 US. Mil. Mfr. Lionel Corpn.



● (80) British - W.E.R. 1940 WW-II Air Ministry markinas w/crown.



● (19) STRAP KEY. Mfr unk. (Bunnell ?)

KEYS



OF HISTORICAL INTEREST

Unique & Interesting Keys from the collection of

SOWP Vice President, John N. Elwood



THE "KEY"

The **KEY** is the voice of the wireless and telegraph, speaking a language of its own - articulating thoughts transmuted from the written word into a form understandable to others tuned to the same frequency. Sometimes it scoops the world with its news. Again it brings joy or sorrow to the recipient, and its tidings generally command immediate priority and attention when received

This cold inanimate piece of equipment called a "key" is akin to a piano, organ or some musical instrument in that it lies mute until some skilled professional exercises his or her deft touch in transforming an inert component into a vibrant voice that can make itself heard across oceans, land and through space.

KEY MAGIC

This instrument or device in the hands of gifted and talented operators sends a signal which rides the airwaves into every corner of the earth. Those listening at a distance, catch the beautiful rhythm and sense the masterful 'touch' of the professional. His deft touch and consummate skill bring the orchestration of dots and dashes, blended in harmonics that delight the ear, to those who have appreciation for true talent and ability. This then is the artist whose nimble, dexterous fingers send signals that become 'music' to the ears of the receiving operator.

THE PROFESSIONAL

Innate skill and masterful key ability are not the only prerequisites of the "professional". He or she must be able to gauge and correlate the many factors relating to prevailing conditions. These must be taken into consideration in order to 'clear the hook' expeditiously, while at the same time causing as little interference as possible. He must judge the ability of the receiving operator to copy with few, if any, breaks or requests for 'fills'. He must be mindful of other transmissions in progress, in which a tap of his key would interfere. He must be aware of static and atmospheric conditions which may call for slow 'heavy' sending. At the receiving end, the ability to change audio tone of the incoming signal to over-ride static or interference is also important.

The 'professional' NEVER touches a 'hot' key unless he or she has a bonafide reason for so doing. In most areas of the world and on almost every channel, touching the key will create interference or 'jam' someone. The professional is mindful of such facts. The "Pro" is a dedicated person - wise in the art of traffic handling and with a "fist" that is machine-like in the manual operating of the key of his or her choice. Above all - a true "Pro" is the epitome of courtesy, patience, wisdom and efficiency.

TECHNICAL STATISTICS

Touching one wire with another is perhaps the simplest method of signaling. It is not very convenient and little speed can be attained. A key solves the problem.

Would you believe, that since the discovery of 'wireless' (lets throw in land-wire systems for good measure), some eight thousand (plus) keys have been developed and manufactured in varying quantities? Were you to include 'hand-made' keys designed not only by amateurs but by those who tried to invent or perfect a key for their own personal use - the number would run into the tens of thousands. We could go into the varying needs and requirements for different technical designs, and they are many but we will leave it to the design experts to fill us in on the subject.

COLLECTORS ... AND HISTORY

Since most of the early wireless equipment has been 'phased-out' to make way for new and sophisticated installations used today, much of this early-day equipment has become increasingly valuable as 'collectors items'. This is especially true of tubes and keys. However, this article features "KEYS" and we will confine comments to the subject.

Among the well known KEY COLLECTIONS of the world, stands that of our own Vice President (Membership) Mr. John N. Elwood who has been picking up early-day keys for many years. His collection now includes about 275 keys, many genuine collectors items. The keys pictured on these pages are but a small portion of John's collection. Mr. Elwood is one of those rare individuals who might just take a trip to far off Baffinland or up the Amazon if he thought a rare key might be found!

We would like to take this opportunity to thank and give credit to Mr. Raymond D. Nelligan, 2532 East Avenue "R", Palmdale, Calif. 93550 who was responsible for photographing part of Mr. Elwood's collection and making this article possible. Mr. Nelligan's work is very professional and we are impressed with his interest and technical skill that have produced such fine results.

DON'T JUST SIT THERE. WRITE AN OLD "BUDDY" - TODAY!

Several members of the Society are also collectors of telegraph keys. Perhaps foremost is the collection of Louise Ramsey Moreau (TA-25) W3WRE, which is reported as one of the largest in the world. Her hobby transcends that of collecting keys in that her inquiring mind constantly researches the background of 'key-related' world events ... Who were the individuals operating keys that 'made' history? Example: We know about General Custer and his 'last stand' on the Little Big Horn. Who was the operator who sent the details via telegraph telling the grim facts?

We know that Jack Binns was at the key of the SS REPUBLIC when she collided with the Italian Liner Florida. His name, like that of Jack Phillips of the TITANIC, are well-known to all of us. However, who recalls or knows the name of the operator who sent the message for Hitler and Hirohito when they surrendered? This is a fascinating field in which Louise has done considerable research and which we hope to hear more about later.

Another member who has made 'key collecting' a real hobby is Mr. Alan Shawsmith (1132-V)VK4SS whose QTH is Brisbane, Australia. He is a member of the Society's "Southern Cross" Chapter. "Al" has a very fine collection of telegraph keys and has an 'international reputation' for his extensive collection and efforts.

It is realized that the pictures of keys in this article are only a fraction of the potential but we thought it would 'break the ice' so to speak, and perhaps, as time goes by, we will be able to present a more complete coverage. We would like to invite members who have pictures of keys, including drawings and specifications, to donate them to the Society for our reference file on keys. It will be invaluable as a reference as well as furnishing subject material for a future article on the fascinating piece of equipment.

We hope you have enjoyed this article.

'73' *Bill*

William A. Breniman
Editor/Publisher.

P.S. _____

Member Ed Raser (35-SGP) has a quite famous museum of wireless artifacts, including keys of many kinds. His museum is located in Trenton N.J. Arnold J. Madiol, 2193-V collections information on Semi-Automatic keys.

Historical Key



Pictured above is one of the most famous instruments of its kind in the world. It is a 'SOLID GOLD' telegraph key which made its debut at the White House in 1909 and has been used by every President since for "button pressing" ceremonies. The gold which adorns the key was the first gold taken from the Klondike Valley. (Photo by International Newsreel to Communications Journal, Pub. circa 1929 by W. A. Breniman).



● (6) JJ-38 (Japanese. Similar to American J-38 Key)



● (76) E.I. CO. (Electro Importing Co. 233 Felton St. NY)



● (53) J-44 - U.S.Military, WW-II 1941. Winslow Mfr. 101.



● (79) SIGNAL ELEC. CO. (Learner's set) Menominee, MI.



● (30) "Blue-Racer" Std. Single lever. Vibroplex "Standard



● (10) USN "water-proof" key - WW-II. Nicknamed the "Moby Dick" by John Elwood's XYL 'Edith' (Good name!)



● (56) British R.A.F. WW-II Flame-proof key (Commonly called " Boat Key" from its shape.



● (21) "The Double Speed" Key (Side Swiper) Bunnell.



● (26) U.S. Navy Model CMI-26003A (Flame proof, mfg. by Moulded Insulation Co. Philadelphia. Pa.)



● (115) "Jack Hines Special" All brass on wooden base



SOWP

Society of Wireless Pioneers
P. O. Box 530
Santa Rosa, Calif. 95402 USA

CODE KEYS ALSO UNLOCK DOORS



- (*) Friendship
- (*) Wireless History
- (*) SOWP Nets
- (*) Reunions
- (*) Eye-ball QSO's
- ... and many more.

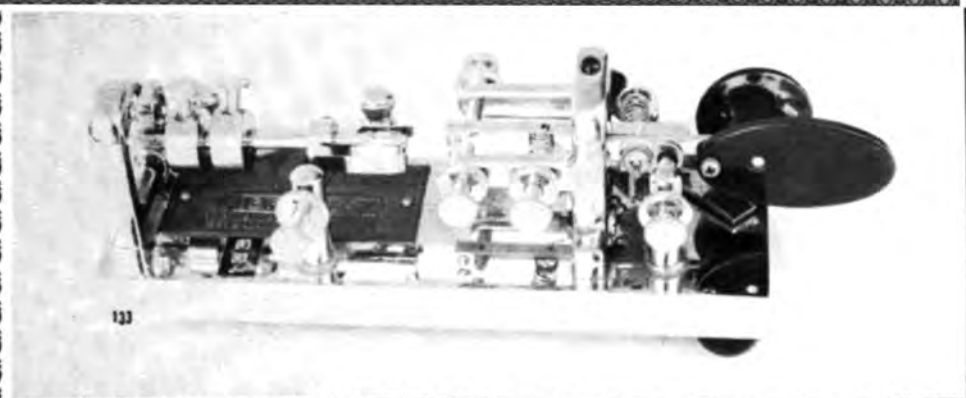
ELWOOD KEY COLLECTION



● (165) Mfr. Unk. (Possibly Canadian Marconi Co.) Made for No. 48 field set.



● (131) Service buzzer. U.S. Signal Corps, Model 1914. Mr Mfr. American Electric Co. Chicago.



● (133) "BLUE RACER" De Luxe Model (polished chromium - also with jeweled movement).



● (166) British "ZA" 28685 ---Key W.T. 8 Amp. No. .2 MK



● (83) Unknown. (information solicited).



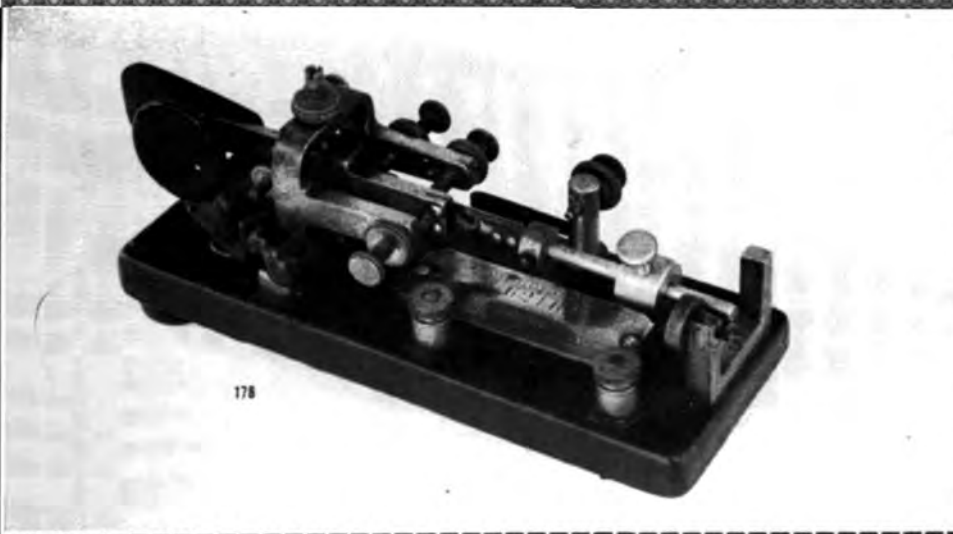
● (172) "SPEED-X" (Learner's Key)



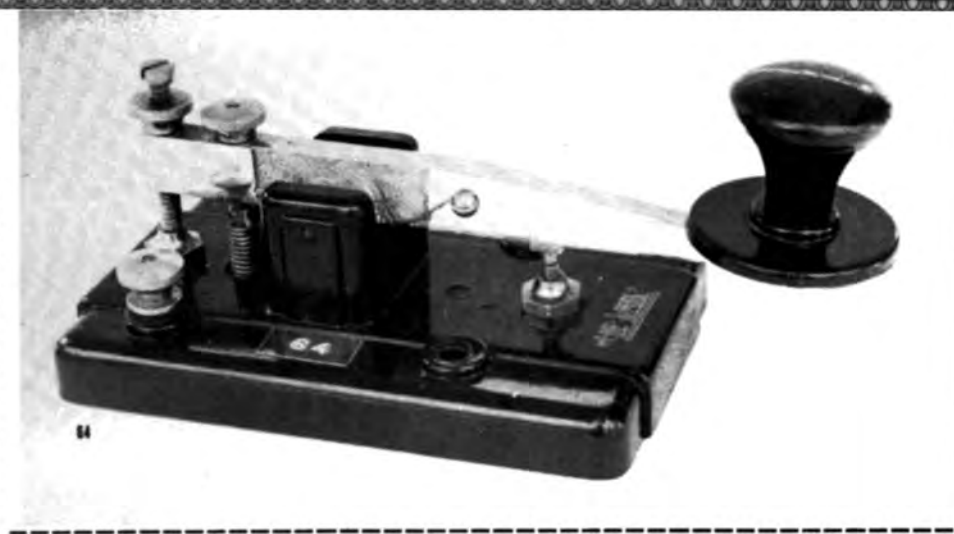
● (173) COTOCO



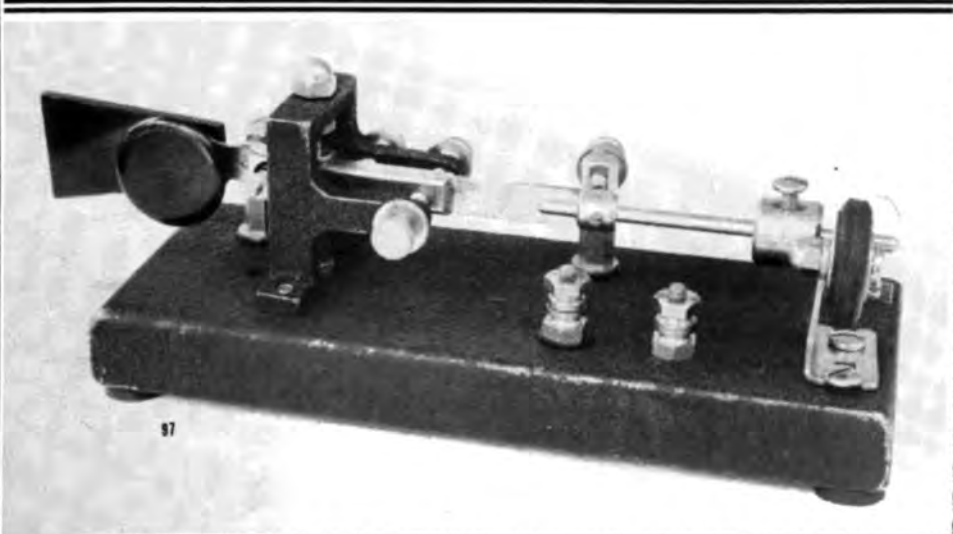
● (69) SPEED-X



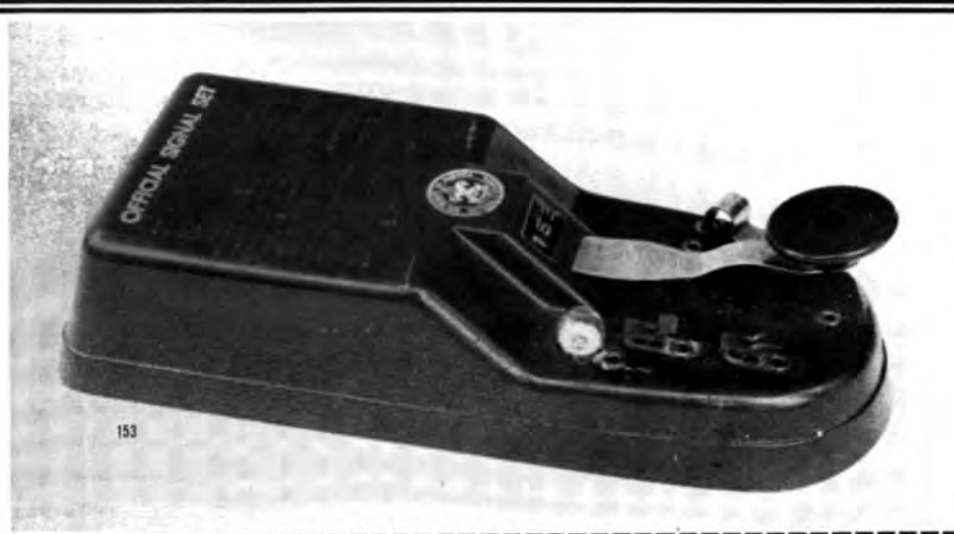
● (178) "BLUE-RACER" Vibroplex (half size of original vib-roplex - Long favorite with wireless men. (Vibroplex Co. NY)



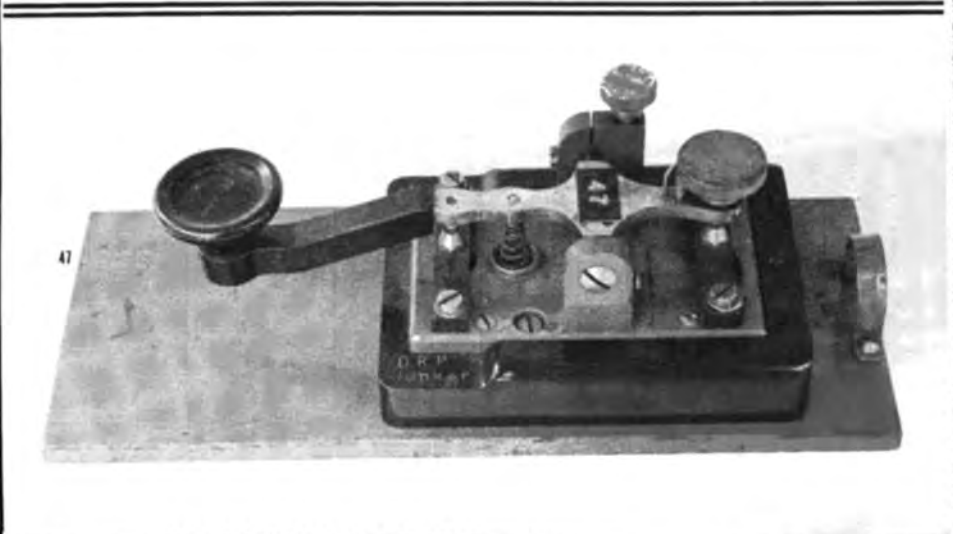
● (64) "BLUE POINT" (Model XX20)



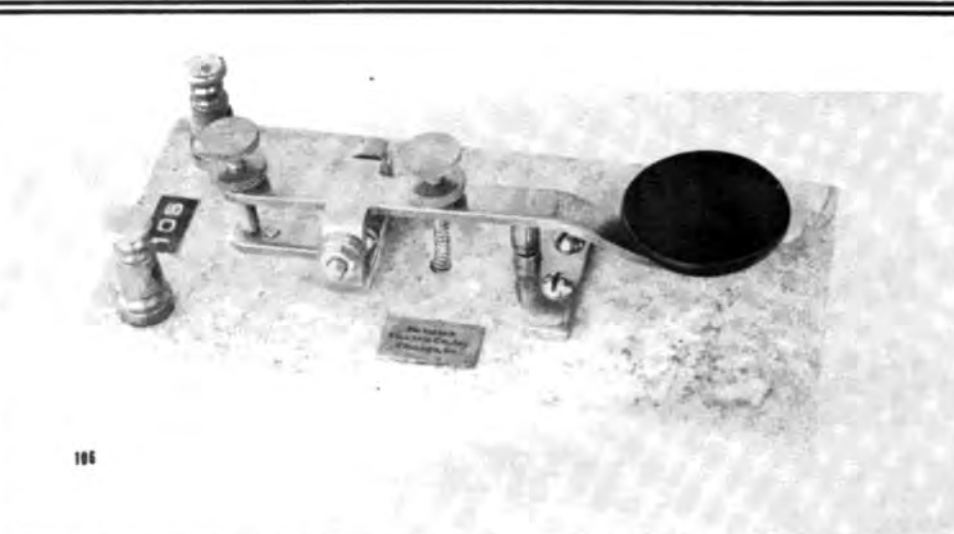
● (97) Automatic hand key - Elec. Spec. Co. Cedar Rapids, IA.



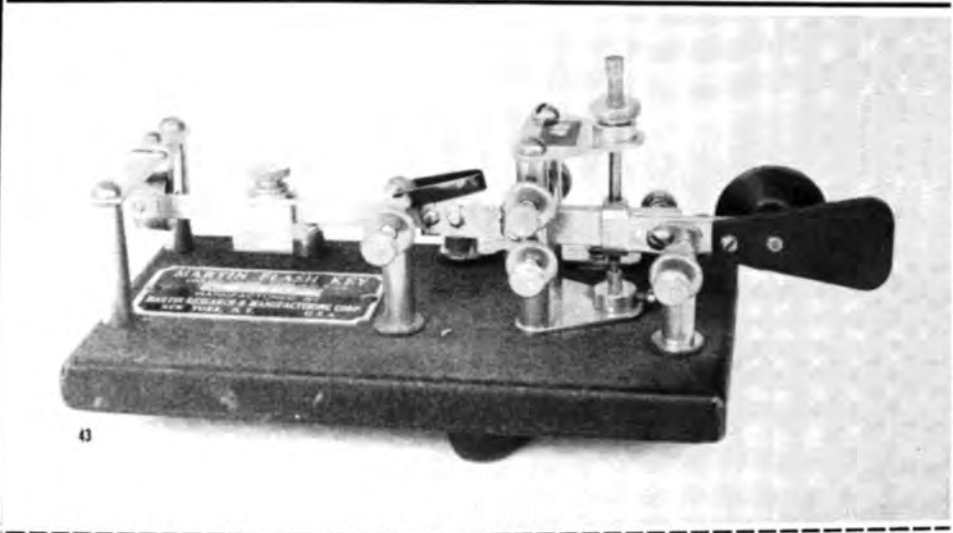
● (153) Official Learner's set - Boy Scouts of America.



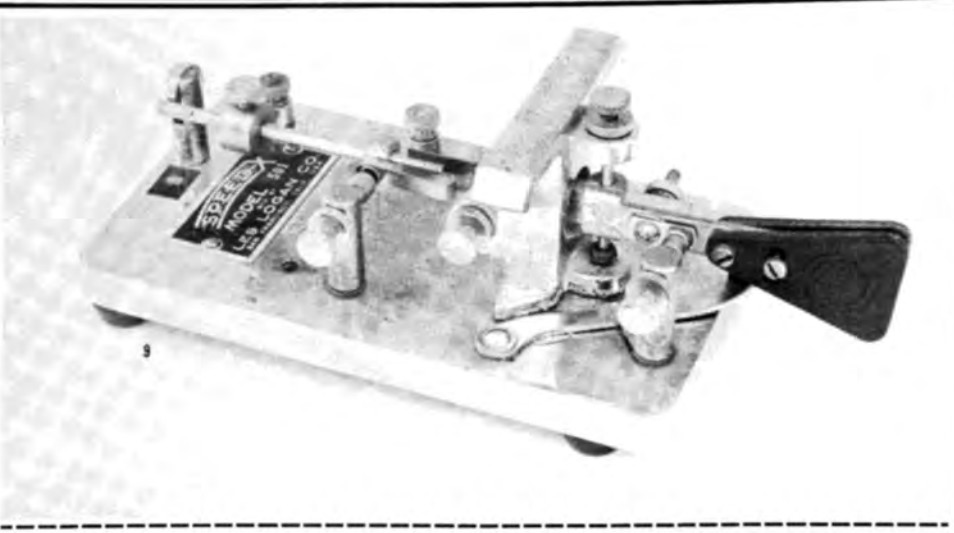
● (47) German Key - D.R.P Junker.



● (106) Mc Intosh Electric Co. Inc. Chicago. Spark-Key mounted on marble base.



● (43) Martin - "Flash Key"

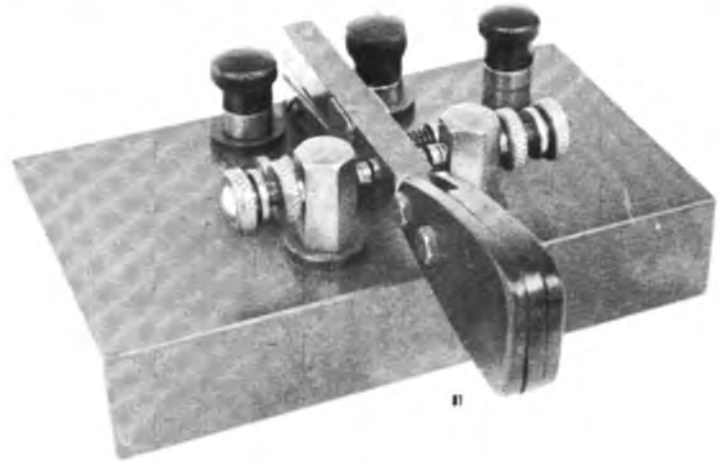


● (9) "SPEED-X" Model 501 (Les Logan Co. S. F.)

The Elwood Collection



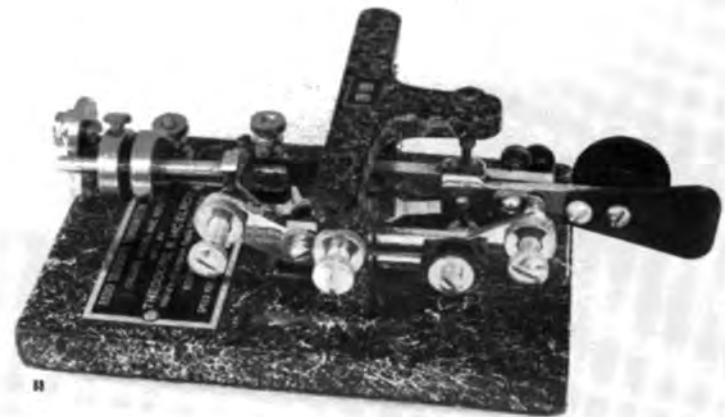
● (54) "J - 4" key mounted on leg strap



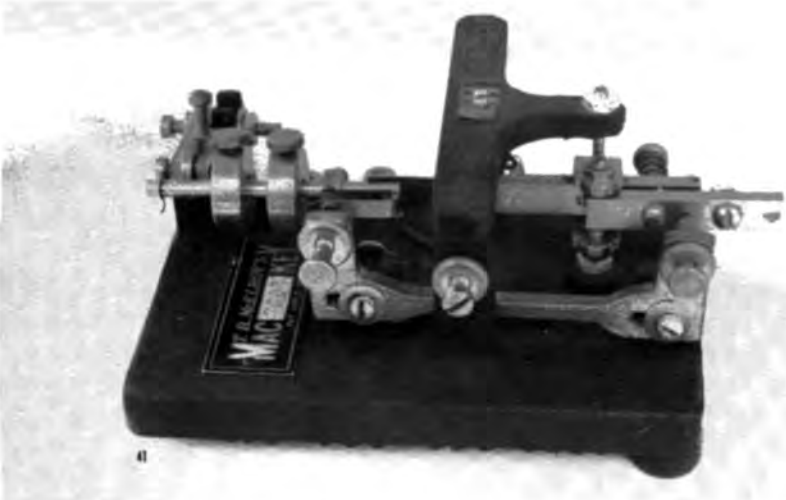
● (81) Side Swiper - Guy Neifert - SOWP 310-SGP (HM)



● (36) "CLIPSAL" (1934) Made in Australia



● (88) T.R.McElroy "Speed Key" DeLuxe Model with marbled finish.



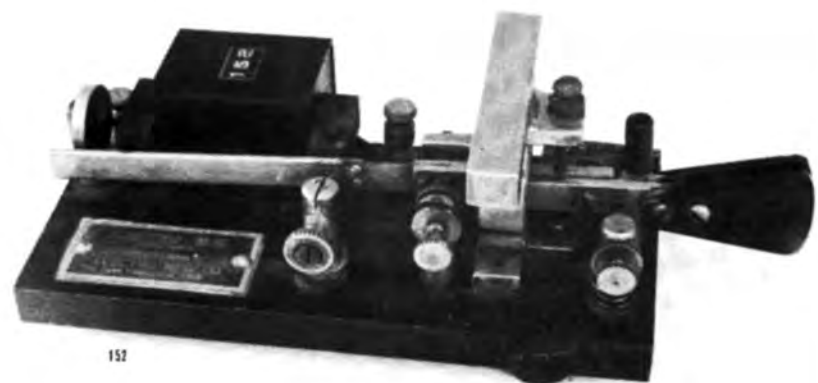
● (41) "MAC" KEY. Mfd. by T. R. Mc Elroy Company.



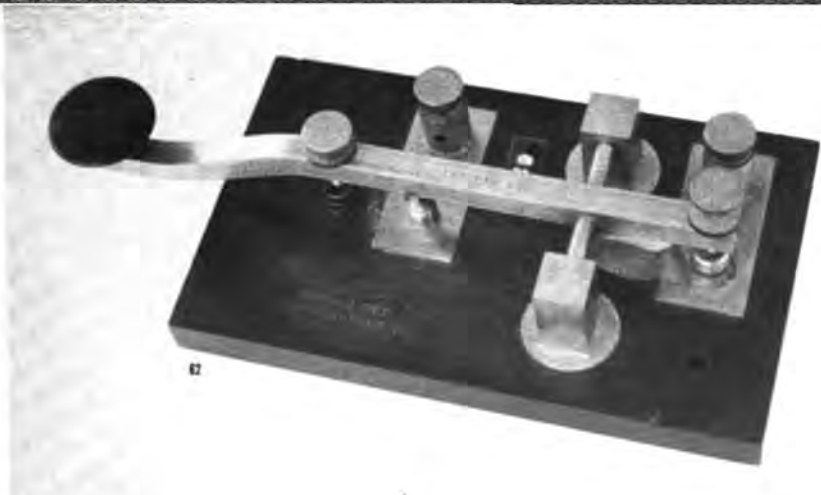
● (29) T.R.Mc Elroy "MACKEY"



● (160) English. Stuart & Moore, S/N 1587 III (1916)



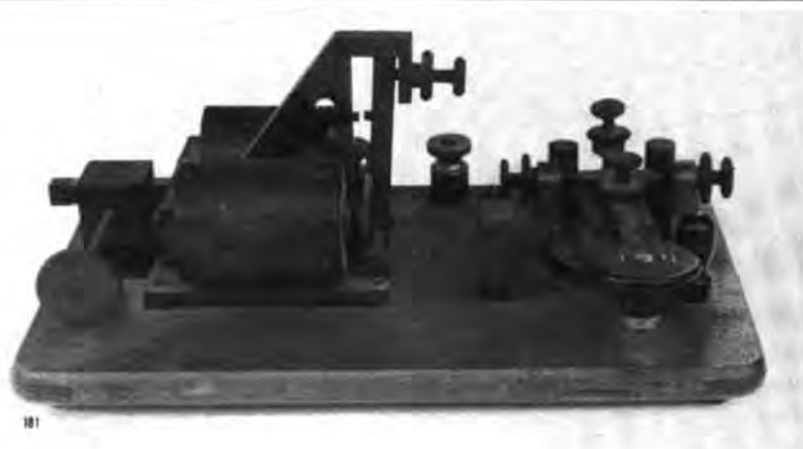
● (152) "Electro-Bug" (Electro Mfg Co. S.F. (weight missing).



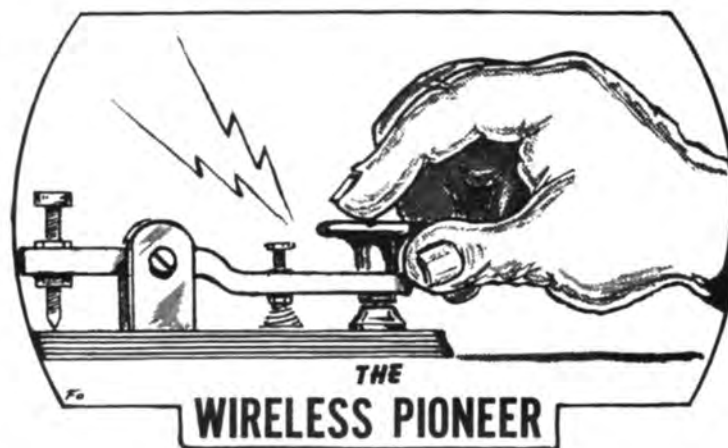
● (62) "Boston Key" - Clapp-Eastman Company



● (67) Signal Elec. Co. Semi-automatic key that can be converted to side-swiper by closing switches near paddle and locking down vibrator arm with clamp at far end of arm



● (181) Bunnell - Main Line Sounder made for Postal Tel. Rack/Pinion adjustment, Skirrow Pat. 5-17-04.



" 30 "

Key 'Ifn es Pix' Wanted

Looking forward to the time that we might republish a more comprehensive article on "keys", we would like to invite all of our members to furnish any data they may have pictures, such as illustrations, photographs, specifications and comments or memorabilia about the subject. The illustration which follows from Member "Don" de Neuf - 117-SGP, descriptive of the "Autoplex" made by United Electric, gives much "ifn". Include date of manufacture, what organization or service used the equipt, and fundamental reason for the design, etc. etc. We note keys such as the "Leach" automatic key used by hundreds of operators was not included. Over-all, we think this is a fine start - thank thanks to John Elwood for his wonderful contribution.

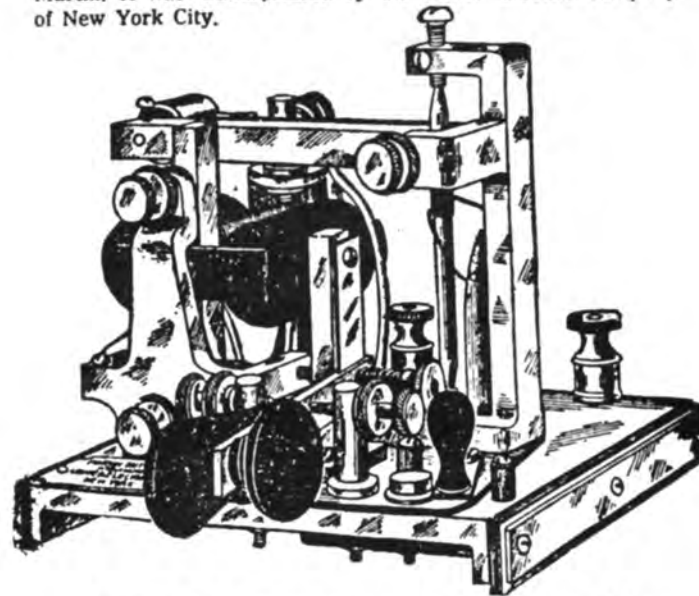


● (154) Germany - Baumuster, Mod. T.1 ANF LN 26902

The 1903 Autoplex

By BRO. DONALD K. deNEUF
Box 329, Southbury, Conn. 06488

Shown in illustration below is a compact version of the rare 1903 model of Autoplex, a semi-automatic key patented by H. G. Martin. It was manufactured by the United Electric Company of New York City.



Photograph of this instrument appeared in BPG, March-April, 1974

It employed a vibrating pendulum to produce the dots, which was driven by a solenoid powered by a local battery. It was not very popular since not many seemed to have been made.



● (75) Ducretet & Rogers, Paris. (Oil break key with contact at bottom of well shown under lever arm)



CHAPTER DIRECTORY

CHAPTER DIRECTORY & NEWS

GOLDEN GATE - I

(Northern Calif., Western Nevada)
FRED B. MANGELSDORF - D-S/T. W6ZK
 44 Temec Circle, Sonoma, CA 95476
 Phone: 707/996-1829.
 Last meeting: Picnic, Armstrong Redwood State Park, Gumeville, CA. Aug. 20 77
 COMING: Sea Wolf, Oakland, Feb. 1978
 Villa Chartier, San Mateo, CA May 1978
 (May be a Fall 1977 meeting)

DR. LEE de FOREST - III

CHARLES D. MORRISON - D. W6VI
 (LA area, So. to Dana Pt, E. to LV Ariz.
 North to Fresno/Santa Maria and Bishop)
 2034 Del Rosa Drive, Los Angeles, CA.
 90041. Phone: 213/256-0842.
 Last Reunion - Taix Restaurant - May 28
 1977. COMING: Not yet scheduled.

STAR OF INDIA - IV

(San Diego County, Riverside, E. to Yuma)
BRANDON WENTWORTH, D. K6UJ.
 460 Oak St. Laguna Beach, CA 92651
 Phone: 714/497-1437.
 Ernest F. Wilmshurst - Sec.
 M.G. Abernathy - Treas.
 COMING: Sept. 10 1977, Jolly Roger Restaurant, Oceanside.

PACIFIC NORTHWEST (JACK BINNS) V

(Pac. NW, WA, OR, MT, AK, ID)
WILLIAM A. FULLER - K7OZA (D)
 17721 - 11th Ave., NE. Seattle, WA
 98155. Phone: 206/EM2-4091
 Theron C. Van Patten - Sec/Treas.
 Last meeting, Apr. 1 in Seattle (Also
 Portland area Reunion May 31 1977)
 COMING: Not yet scheduled

GUIELMO MARCHESE MARCONI - VI

(Western Canada, Yukon, Alberta, Pac.
 NW)
ATHUR W. "Bill" FILTNESS - VE7WZ
 Director - Canada.
 Last Reunion: July 27th, Schelt, BC.
 COMING: Meets frequently - check with
 Director or Sec. Treas.
 William P. Corson - VE7PG. (S/T)

THOMAS A. EDISON - VII

(Florida and SE USA)
WILLIAM C. "Bill" WILLMOT - K4TF (D)
 (Acting until next election)
 1630 Venus St. Merritt Island, FL 32952.
 T: 305/452-2090.
 Wm E. Alexander Sec. 118 N. 15th St.
 Fernandia Beach, FL.
 Last meeting: Mar. 12 1977

R.E. ARMSTRONG - VIII

(Texas, Gulf Coast)
G.D. "Jerry" SEARS - W5AIR (D)
 5634 Eskridge St. Houston, TX 77023
 T: (Unl).
 L.F. Ted Heithecker W5EJ - Sec.
 E. Serur - W5CNO - Treas.
 Meetings: Two or three annual

ARIZONA - PAC. SOUTHWEST IX

(AZ, NM So, NV)
JOSEPH A. FALBO (D) - 3875 N. Country
 Club #205, Tucson, AZ 85716. T: 602/
 793-7482. Last Meeting: May 2 1977 in
 Mesa AZ. COMING: Not announced.
 R.T. "Ray" Warner K7JU/W7JU - Sec.

SOWP CHAPTERS



What the Society is all about

A number of years ago, one of our Canadian members wrote to tell us how much he enjoyed the Society. He told us that he thought we should have called the organization . . . "The Get-to-gether Society" as it was the first time a real effort had been made to bring the members of the craft together so they could meet and enjoy each other.

We have an exciting heritage which should be recorded for posterity. The history of early day wireless is filled with exciting episodes and experiences which should be preserved. Proper credit given the many brave men and women who were "faithful to their trust" when emergencies arose. Many of our craft were at the key when the ship they were on took the final plunge. Others were with the Captain -- last to leave their ships.

However, while our prime objective is that of 'history' - there is no reason why we can't try to accomplish this mission while at the same time, enjoy the personal contacts that have come to make membership in the organization so enjoyable.

The markers on the buoys read 'twilight-years' to many of us as we pass them, cruising down the channel of life. It is time to pause and think. Why not enjoy our old friends and associates to the fullest while we still have time. In some cases, next year may be too late. Remember - many of our officers in Chapters are devoting a lot of personal time and effort to make it possible... it is all volunteer and very dedicated. So... resolve to attend the next meeting. You will get an inner glow of satisfaction ... and believe it or not, your old friends will revere the opportunity of seeing you again. How about it?

The "Get-to-gether" Society



CAPITAL AREA - X

(Within several hundred miles of Washn DC)
ALLEN BARNABEI - 500-P (D)
 200 E. Wayne Ave., Silver Spring, MD
 20901. T: 301/585-3708.
 John H/ Swafford - Treas.

Last meeting: April 23 1977
 COMING. About 3 annually.

GONZALES - XVI

(Vancouver Island, British Columbia)
LEONARD A. "Len" POLACK - VE7ZH (D)
 3111 Wood Park Dr. Victoria BC V8S 5E9
 T: 604/598-2157. Last Meeting June 25
 in Victoria. COMING: Frequent - inquire
 from Director.

NORTHWESTERN EUROPE

CORNELIS "Cor" GLERUM- PAØGL (D)
 Nieuwe Kerkplein 29, Schore 36 (Zeeland,
 Netherlands 3615. (Contact for meeting
 dates)

AUSTRALIA-NEW ZEALAND

FRANK A. CAREY - VK2AMI (D)
 SOUTHERN CROSS CHAPTER
 142 Seville St. Fairfield NSW, 2165 Aus-
 tralia. (Contact for meeting dates).

ENGLAND & BRITISH ISLANDS

JOHN A. EDWARDS - G4BVA (D)
 81 Hunter Ave. (Near Brentwood) Essex,
 England. CM15 8PF. Phone: Brentwood
 210180. (Inquire about meeting date/s)

EDELWEISS CHAPTER (SWITZERLAND)

ERIC WALTER - Founding Director (1977)
 Bucklerstr. 20, 8181 Hori, Switzerland
 (Write Director for details)

ELMO N. PICKERILL - XI

HERMAN A. "Bud" FISCHER - (D) 14
 Mohawk Trail, Westfield, NJ 07090
 Don B. Masten - Sec.
 Last Meeting: April 23 1977.
 COMING: Sept. 15 1977 Sportsman's
 Club, Trenton, NJ.
 (Area NY, NW PA, CT, NJ)

CANADA, GREAT LAKES - North Shore CHAPTER XV.

(Central and Eastern Canada) U.S. Mem-
 bers invited).
K.J. "Ken" TAYLOR, 3285 Queen Freder-
 ica Dr. Messessauga, Ont. L4Y 2Z9. (D)

"SOS" ON THE YANGTZE—Shrader

cess. The bomb had struck on the opposite side of the access, bursting through the wood and steel deck and scattering shrapnel in all directions. It had landed within 25 feet of where he was standing. Had he not hesitated he would have been around the corner and in the 20 foot alleyway, the opposite end of which was completely wrecked. The elevator was disabled because of the explosion and Duke rushed into the access and down the ladderway, getting a fleeting glimpse of the tangle of broken wires and pipes hanging by the jagged hole almost above the ladderway. Water was pouring from the pipes and a shaft of early evening light filtered through the smoke that was stinging his nose. Added to the acrid smell of the high explosive was the choking odor of sulphur dioxide gas escaping from a punctured coil of an ice machine. This was certainly no place in which to linger, and no one did. There was a concerted rush downward by everyone still in the locality.

Nearing the bottom decks Eisenberg passed one of the engine room gang lying quietly on the floor holding a sopping reddened towel to his abdomen, which together with his legs had been sliced by flying shrapnel after it had pierced the ships' steel sides. No one spoke. Each man looked at his neighbors and wondered what had happened—or what was going to happen. Slowly the men clustered together in little groups and began speaking. As no more disturbances were heard above, no more shakings of the ship felt, the air was soon filled with debating voices, questioning voices, already started on the whys and whos of the attack, the answers to which have not yet been entirely explained for many people.

Up "topside" we were having our own experiences. Our Messroom steward, Lionel Haskell, hearing the commotion going on outside, left the messroom, where he had been preparing for the evening meal, rushed up the alleyway and stood at a doorway looking out at the scene of droning airplanes diving over our heads. As he stood there, a companion on both sides of him, a bomb burst in the water near the side of the ship. Shrapnel flew in all directions. A few of the jagged bits of steel drilled up through the deck, caromed off a steel bulkhead and struck young Haskell, knocking him over backwards. His two companions, both unhit, were also bowled over but merely from the concussion. As they picked themselves up and started back towards the alleyway, Haskell called to one of the, "Help me, Jack. I'm hurt."

His friend, together with Clyde Parker, a Junior Officer, carried the wounded man into a nearby room. They used what first aid they knew and then carried him down to the doctors' office. The wounds were so severe that although our own ships doctor, aided by the doctors who came aboard from the British warship Cumberland, gave him immediate attention he died during the early morning hours.

The same bomb that caused the death of young Haskell, also drove through the steel plates of the ship and injured a few of the crew who were below at the time. Pieces of shrapnel were driven through most of the port side life boats. Portholes and windows were shattered. Up through decking and against the steel bulkheads, shrapnel splattered. The midship section of the side of the ship was pitted by hundreds of the deadly pieces of ragged steel in their hungry search for victims.

At the outset of the activity, Carl Bolger, Chief Radio Operator, rushed out of his room, movie camera in hand, and dashed out the nearest doorway. A plane swooped down and a bomb landed in the water not far from the ship. Carl slid to a stop, turned, and dashed back inside and put away his camera.

"Did you get your pictures?" the Captain asked as Carl went speeding by the second time. But no answer was really necessary. This ended all picture taking during the actual bombing.

Mr. Hansen, accompanied by Mr. Lees, a Junior Officer, started down one passageway, where to or why they could never after remember, when a bomb landed somewhere outside. That wasn't so good. They turned and went back and down another passage. Another bomb. And again they returned to their starting place. Hansen dashed up onto the bridge as one of the planes came low over the ship. Two bombs appeared and streaked by overhead, to land in the water on the opposite side of the bridge. Hansen returned hurriedly below.

Mr. Sweetser, Second Officer, happening to be on one of the passenger decks at the time of the attack quickly deduced the ships dilemma and led a movement to get all passengers off the decks, down below and as far from danger as possible. He was aided by some of the members of the stewards department.

Up on the highest passenger deck, in the gymnasium, the attendant and a passenger, hearing the bombing ran out of the room into the hallway. As they stood there wondering what was happening and what to do, less than thirty feet away the ceiling crashed through, accompanied by a rending crash, a blinding yellow flame and a puff of smoke. The force of the concussion knocked them over, but seriously hurt neither. The gym attendant received a small piece of shrapnel in the fleshy part of his shoulder. Because of the shock to his system he was only able to crawl into the gym again and sit on the floor, his mind refusing to function. There one of the stewards, helping direct passengers below, found him. After a couple of counter shocks in the form of solid slaps on the jaw, he finally became mentally alert enough to understand that he was needed to help round up the passengers. A few minutes later, learning that a deaf and dumb young man was in one of the cabins on the bombed alleyway, he crawled past the hole made by the bomb that had landed so near to him, opened the door of the young mans room and found him sitting there, looking wonderingly about, not able to comprehend what was happening. Besides this young man three other passengers were found huddled together in one of the cabins off this alleyway and had to be actually forced to leave, so paralyzed with fright were they.

Up on the bridge, Jack Rogers, Cadet, had responded to the alarm bell that had started ringing almost immediately after the bombing commenced and had assumed his station on the bridge. The telephone rang. He picked it up and heard something resembling "Garklewoptf—" issue from it. He didn't even ask the party to repeat as the planes were returning again. Rogers threw the phone one way and himself flat on the deck the other way and waited for the explosions to indicate where the bombs were landing this time. When he returned to the phone the other party had hung up. He never did find out just who was on the phone at that time or what he wanted. After another fling at the deck in deference to the swoop-planes he decided that was no place to hang around in any longer and he joined the rest of us on the deck below.

The doctor had been up in the Captains room at the start of the bombing. As he stepped through the port doorway that led out to the boat deck he was just in time to witness a plane hurtling towards us and aimed at the bridge directly over our heads. Two ball-like objects detached themselves from the plane and fell towards us as the plane zoomed upward. But the pilots judge of distance was poor, luckily for us, and both bombs dropped unexploded into the river a hundred yards away. Had those two little round objects been released about a second and a half later they probably would not have missed, possibly scoring direct hits on the bridge and radio station. The possibilities were not pleasant.

All during the bombing the attacking planes came at us from the sides. This gave them a target only 80 feet high at which to aim. Had they attacked along the length of the ship their target would have been over 600 feet long and not many of their bombs would have been as ineffective. The reason for their method of attack was probably due to mistaking us for the Japanese troop ship, The Asama Maru. They expected some form of anti aircraft defense from us.

Up in our alleyway the Captain turned to me as I emerged from the corner I had instinctively started for as I heard a plane roar overhead, ordering me to send a message indicating our predicament. Here was something, at last, for me to do besides inadvertently ducking as I heard a plane go by over us and freeze in anticipation until the few seconds of eternity ended before the bomb hit somewhere. This sensation is, as far as I am concerned, the most appalling possible. I have heard of a persons heart coming into his mouth but to me it seemed my whole abdominal region was attempting to cram itself into the upper section of the thoracic cavity. Between the time the planes' motor begins to hammer a fierce song as the pilot levels off and lets go his 120 pounds or so of death and destruction and the sound of the bomb hitting a mark, a multitude of thoughts pass through ones mind. I can remember some of mine--I better find a safer place--But where?--What the devil are they bombing us for?--If I ever get home again I'll never leave--Who are they, anyway?--Won't that thing ever land--What if it hit above us-- What will it feel like to have that deck blown down onto us?--Better get away--Can't go far; still on watch--Whew! There it goes. Safe for a little longer anyway--.

When we reached Honolulu I read the first American newspaper accounts of the episode and was very much interested in the statement that the operator on watch during the bombing was "obviously nervous" when sending the first message. May I take this time to commend the veracity of the press.

As I reached the radio room immediately following the suggestion of Captain Yardly I switched on the 600 meter transmitter, threw in the antenna, waited the few short seconds for the motor generator to gain its correct speed and started banging out an SOS. Out of habit I glanced at the clock. It read 5:16 PM, China coast time. "Just exactly right", I remember thinking, for from 15 to 18 minutes after each hour there is a period of silence when all stations are to listen on 600 meters for emergency and distress calls. The first message was quite hurried--for two reasons. I did not know how long our radio equipment would be in working order, and I heard a plane coming again when half finished with the transmission. I gave out the only information we had, that the President Hoover was being bombed by what appeared to be Chinese planes. Outside I could hear the engine of a plane start hammering its' deadly song. By the time the bomb landed I was back on the deck below, and had been there for some seconds.

In the meantime, Captain Yardley, sensing the necessity of giving the men something to occupy themselves with ordered the gun locker opened and anyone who wished to was ordered to fire at the planes. The Captain himself dragged out his pistol and joined the others in the firing. He emptied the revolver in the direction of one of the attacking planes but the only apparent damage was a scratch on his own hand. One or two of the guns had been handed out and a few shots sounded as the planes passed us in their last attack.

Below I found myself practically alone. It was necessary for me to find out the position of the ship and to make a broadcast of this information. We were a mile or so from a little red lightship. Up on the bridge I fumed around awhile trying to get someone to pay attention to my question as to what the name of the lightship was. Mr. Hansen had a gun in his left hand and half his right arm disappeared into a box of shells as he dug up the ammunition. He wasn't interested in lightships. Finally I was able to pin down one of the officers long enough to ascertain that it was known as the Yangtze lightship. Back into the radio room again and another broadcast of our position. Contact was made with Shanghai and a minute later with the USS Augusta, to whom I gave all the details that were on hand--extent of damage unknown--believed to be hit at least once by a bomb.

After this I left the radio station to the Chief Operator who had joined me and went up on the bridge. I was very much disgusted to learn that the only guns on the ship were shot-guns. I can not picture a plane being brought down by one of them. On the port wing of the bridge another gigantic American flag had been laid out on the deck, a twin to the one that was nailed to the top of the bridge. Officers and crew stood about anxiously searching the evening sky for any signs of the planes returning. Off in the distance the HMS Cumberland was signaling to us with a flashing light. I attempted to answer by swinging our big searchlight, the only light powerful enough to be visible at that time of day, towards them a short interval for a dot and holding it longer for a dash. The letters were evidently too crudely made to be understandable and they were unable to make anything out of it. They came over anyway, arriving some 30 minutes later.

As I gave up the signaling to the Cumberland I noticed two Japanese destroyers approaching us, and the most welcome sight I have ever seen--an American flag being run up to indicate that she wished to speak to us. By a series of code flags they signaled the question, "Are you damaged?"

To which we ran up in answer, "Yes!"

"Are you in need of immediate assistance?"

"No," we replied, and then, "Please stand by."

With her white uniformed gun crews standing by their loaded and ready anti aircraft guns, they ran up the answer that brought a measure of relief to us, "We will heave to and guard you."

(Completed - Page 30)



THE PRESENT STATUS .. OF THE U.S. COAST RADIOTELEGRAPH STATIONS

TECHNICAL PAPER

—BY—

Arthur C. Goodnow

THE PRESENT STATUS OF THE U.S. COAST RADIOTELEGRAPH STATIONS

I. The Nature of the Problem

The last decade has witnessed a substantial decrease in the number of public coast radiotelegraph stations. Since May 15, 1963, the date of the last increase in rates for coast station service and for landline handling, six coast stations have discontinued operations^{1, 8}. These were KSE, Torrance, Calif.; KTK, Mussel Rock, Calif.; WSE, Jacksonville, Fla.; WNY, New York, N.Y.; KJQ, Hoquiam, Wash.; and WBL, Buffalo, N.Y.

The spreading disenchantment with coast station enterprises on the part of their owners is attributable in large measure to a decrease in earnings as a result of increased operating costs, which a healthy growth in traffic handled has not been able to offset. The concern of the owners was greatly aggravated on adoption by the FCC on November 9, 1970, of rule amendments² tightening the technical standards regarding frequency stability and spurious emissions applicable to coast radiotelegraph stations³, and requiring type-acceptance for new transmitters installed after January 1, 1971, and for all transmitters by January 1, 1973⁴. In comments filed prior to adoption of these changes, RCA had stated that its cost for compliance with the proposed regulations would be approximately 1 million dollars, and that "RCA will not be encouraged to remain in the maritime service." ITT estimated its required expenditure at 1.3 million dollars; both affirmed that a rate increase would be necessary, without any benefit to the public¹.

The Commission observed in a 1972 Notice of Inquiry¹ that information available to it indicated that

"... the three major carriers (RCA, ITT, and TRT) ... as a group ... operated at a loss in 1970, although RCA had a positive return. This was despite an industry increase in 1970 over 1963 ... of 21.1% in messages handled, 49.2% in words handled, and 67.5% in gross revenues from marine operations."

Notwithstanding the indicated growth in usage, by 1972 there were pending applications to close five additional coast stations: WSF, KLC, and KFS by ITT; WOE by RCA; and WMH by the Maryland Port Authority. By contrast, applications for only two new stations had been filed, one of these for a limited (or private) coast station.

Noting that various comments filed by users in connection with the closure applications had raised a serious question as to the adequacy of service provided by the coast stations (even if no further closures were authorized), the Commission by the aforementioned Notice initiated Docket 19544 to elicit comments from all interested parties and to seek an overall solution by whatever coordinated actions might be determined as most effective and desirable, rather than to continue to treat the problems of individual stations on a case by case basis. Named specifically as parties for the purpose of the inquiry were the licensees of existing coast stations, users and user groups, applicants, employees and radio officer interests, and others including AT&T, Western Union, and the Coast Guard.

Action on the closure applications on file was deferred pending the outcome of this proceeding. By order released on December 18, 1972⁵, the Commission also suspended the applicability of the requirement for type acceptance of coast station equipment until further order on termination of the proceeding.

II. The Authority of the Commission to Deny Closure Applications

The authority of the FCC to deny an application for closure of a coast radiotelegraph station, after full opportunity for hearing, rests on the provisions of Section 214 of the Communications Act of 1934, as amended March 6, 1943. The purpose of the applicable provision is to protect the public against arbitrary discontinuance of facilities vital to the public interest. The interest of the licensee, likewise, is protected by the "full opportunity for hearing." Other remedies also are available to a distressed licensee, including petition for rate review, and, in the extreme, a transfer of ownership and control to another entrepreneur.

III. Progress Toward Solution of the Problem

After three extensions of time for filing of comments and reply comments, the Commission on March 18, 1974, released a Second Notice⁶, reviewing the trend of comments thus far filed, and reporting on the results of a study contract entered into by the Commission with Advanced Technology Systems, Inc., to provide an independent analysis of the problems faced by the industry.

The Commission observed that, while much useful information had been received, it had not as yet been provided with sufficient data to support either the contention that the closure actions requested would improve the financial viability of the remaining stations, or that the current demand for radiotelegraph services can be adequately satisfied by the remaining coast stations. The applicants for closure were requested to supply

"... proposals ... for the implementation of an improved public coast radiotelegraph service with fewer stations from the standpoint of their remaining facilities. In this context, information regarding new equipment, services, and/or facilities that would be required, the additional staffing required at the remaining stations, and methods to be employed in providing an improved quality of service to maritime users should be examined by the current licensees in light of the total system concept and other improvements discussed in the ATS report."

With regard to comments received from users and user groups, the Commission stressed that apart from general statements concerning the need for high quality maritime radiotelegraph service, it required a clear definition, in terms of desired volume and quality, of the service that should be provided by coast stations at specific ports or by geographic area.

IV. The Outcome of Docket 19544

The Commission released its Memorandum Opinion and Order⁷ terminating this docket on May 27, 1976, after a thorough consideration of all comments received in response to the Notices, an on-site inspection of all stations of the major carriers (except WSF, which is operated by remote control from WSL), and a meeting of the parties which was convened on November 12, 1974, on various aspects of this matter.

In its discussion, the Commission observed that at the start of the proceeding (1972), there were on file applications for closure of five public coast stations (listed in Section I above). During the course of the proceeding, MPA withdrew its application for closure of WMH; TRT applied for closure of WAX; RCA submitted applications for closure of WSC and WPA; and ITT for closure of KOK and KLB. Also, as a separate matter, the Commission had authorized Great Lakes Marine Radio to discontinue permanently the operation of WBL in Buffalo⁸. (In view of the small amount of traffic handled by radio telegraphy on the Great Lakes, the deletion of WBL had almost negligible impact on overall service requirements.)

The net effect of these developments was to reduce the number of existing coast stations to 17, of which 9 were seeking closure. Had all applications for closure been granted, there would have remained in service 3 stations on the Atlantic Coast, 3 on the Gulf, and 1 on the Pacific Coast. Table 1 of the Commission's Memorandum Opinion and Order, reproduced below, lists the coast stations currently authorized in the continental U.S. and indicates those for which applications for closure have been filed.

TABLE 1

Marine Radiotelegraph
Public Coast Stations
(as of May, 1976)

Area	Call	Location	Licensee or Applicant	Kind of Application	File No.
North Atlantic Coast	WCC	Chatham, Mass.	RCA		
	WSL	Amagansett, N. Y.	ITT		
	WSF	New York, N. Y.	ITT	Close	T-D-17509
	WSC	Tuckerton, N. J.	RCA	Close	
South Atlantic Coast	WOE	Lantana, Fla.	RCA	Close	T-D-17603
	WAX	Hialeah, Fla. (sic)	TRT	Close	T-D-21178
Gulf Coast	WPD	Tampa, Fla.	Wood		
	WLO	Mobile, Ala.	MMR		
	WNU	New Orleans, La.	TRT		
	WPA	Port Arthur, Tex.	RCA	Close	
Pacific Coast	KLC	Arcadia, Tex.	ITT	Close	T-D-18395
	KOK	Los Angeles, Calif.	ITT	Close	
	KFS	San Francisco, Calif.	ITT	Close	T-D-18394
	KPH	San Francisco, Calif.	RCA		
Great Lakes	KLB	Seattle, Wash.	ITT	Close	
	WLC	Rogers City, Mich.	CRT		

RCA = RCA Global Communications, Inc.
ITT = ITT World Communications, Inc.
MPA = Maryland Port Authority
TRT = TRT Telecommunications, Inc.

Wood = Clara Lee Warner Wood
MMR = Mobile Marine Radio
CRT = Central Radio Telegraph Co.

EDITOR'S NOTE:

We regret the delay in publishing Member Art Goodnow's very interesting paper, causing it to become somewhat dated. However, we think many will find it very interesting — even if dated, we hope you enjoy it. Following is Mr. Goodnow's ADDENDUM - AUG. 77

"The note of optimism on which the story ends was chilled by events taking place even before it was completed. As a result of court appeals filed by ITT and TRT, the Commission on July 26 1976, issued an order staying the effectiveness of its previous order. The present outlook is that further developments will be delayed." indefinitely. (Note: Art is member No. 1168-SGP)

The most outstanding item in the Commission's Order is the denial of all applications for closure. The Commission's decision rests on a painstaking study of the facts and proposals as submitted with regard to each application, which in the deliberate judgment of the Commission in each case fail to support the contention that even with proposed modifications the remaining stations can furnish the required service. In discussing the inadequacy of the proposals of RCA, ITT, and TRT, the Commission had its kindest words to say with respect to the RCA filing:

"While we consider the RCA reply to be a positive effort to be responsive, we point out however, that the suggested increase in manpower at the remaining stations would be at a level that existed five years ago and its plan does not provide for more efficient use of manpower during a 24 hour period nor does it address the question of how service now being provided on medium frequency bands (MF) would be provided upon closure of the proposed RCA stations." (Emphasis supplied.)

The way is left clear for future closure applications, however, if adequately supported by

"... a detailed report addressing each of the matters discussed herein showing the steps taken to implement the measures for improvement prescribed above and that the stations not proposed to be closed will be capable of providing a service that will satisfy the public interest, convenience, and necessity."

The Commission by this Order also reinstated the type-acceptance requirement for coast station equipment, pointing out that the more rigid spurious emission and frequency stability standards can be met by installation of filters and improved oscillator units, at a small fraction of the cost of an entirely new transmitter. Further, realizing that some of the procedures for making measurements required for

(Continued on Page 31)



YANGTZE

During the bombardment the Italian liner Conte Verde was passing us at a distance of a few hundred yards on her way down river. As the second Japanese destroyer passed her on its way toward us an exchange of signals was made and the Italian ship was presumably advised to return to us in order that both passenger ships might be guarded at the same time.

The dark grey destroyers ploughed slowly around us until the arrival of the Cumberland, at which time, seeing they were no longer needed, they headed upriver and were soon lost to sight in the gathering darkness.

A small boat containing a Commander, Doctors and a small crew was sent over to us to aid us as best they could. They returned to their ship about 8:15PM and we immediately hauled in our anchor and headed for Kobe, Japan. The grind of the heavy anchor chains coming on board was a sweet sound that night, as was the throb of the engines coming to life to put distance between us and Shanghai. For the first few hours we ran with almost no lights showing, although lights were almost unnecessary on that brilliant moonlight night.

In the radio room, doors and windows closed, transmitters running and a soldering iron adding its bit of heat, it became rapidly uncomfortably hot. Here the three operators sat all night long until signals would no longer span the thousands of miles to the United States and we could no longer put through the many messages of well being that were sent by both crew and passengers to loved ones at home. The Globe Wireless station in San Francisco, KTK, turned over its entire marine radio facilities to the traffic of the President Hoover, giving a service so prompt that in many cases the families of those on board had radiograms delivered to them before they had learned of the ships plight.

At 1 AM ships time I went below to catch a nap before going on watch again at 4 o'clock, but sleep was out of the question and the rest of the morning was spent talking with other members of our quarters and discussing the days unexpected outcome.

The next day dawned sparkling and clear. Toward evening we rounded the Southern end of Kyushu and passed close in to shore. People could be discerned on the beach waving to us and in the evening sunlight the whole scene seemed so peaceful that it was hard indeed to believe that just 24 hours before death had rained on us out of the same placid kind of a sky. It all seems incredible and unbelievable but we were forced to admit the reality of our experience when a snarling plane dove close to us, involuntarily making us duck, as we entered the harbor of Honolulu. How good that "U S Army" looked to us on the side of the plane as it roared past!

ROBERT L SHRADER

157-P W6BNB - "Bob" was CHOP for SOWP for several years. His books on Electronic Communication were named as among the top five published in the world. Publisher - McGraw-Hill.



SEA GOING CHINESE JUNK.

A Prediction

"The day will come, when we are all forgotten, when copper wires, gutta-percha covers and iron bands are only to be found in museums, that a person who wishes to speak to a friend but does not know where he is, will call with an electrical voice which will be heard only by him who has a similarly tuned electric ear. He will cry, 'Where are you?' and the answer will sound in his ear, 'I am in the depth of a mine, on the summit of the Andes, or on the broad ocean.' Or perhaps no voice will reply and he will know that his friend is dead."—From *Wireless Telephony*, by Ernst Ruhmer.

A PROGNOSTICATION - 1907

From the files of Henry Dickow, Charter Member No. 3-SSGP (Honorary Member No. 1). This card was printed in 1907.

FESSENDEN STORY CONCLUDED SCOTT

be an invention of great importance, at the time it was in actuality a theoretical triumph only since his own CW system of operation was the only one which could then use the heterodyne system of operation. It really wasn't until 1912 when DeForest's triode became available that Fessenden's heterodyne invention received its full recognition. In fact, Major Armstrong's development of his superheterodyne system of reception was based entirely upon Fessenden's original idea of heterodyne reception.

Professor Fessenden's first major contribution to wireless was his invention of the electrolytic detector - or liquid barretter - in 1900. (There is an interesting story behind this). The electrolytic detector was far more sensitive than the coherer which was then in use, and in addition, it reproduced the spark tone of the transmitting station in the telephones of the receiver. This immediately suggested to him the possibility of wireless telephony!

To accomplish wireless telephony, Fessenden suggested the use of a high frequency alternator as the source of high frequency energy. Sir Ambrose Fleming (inventor of the Fleming valve, the first electronic diode) insisted that radiation from such a contraption could never take place! Disregarding his predictions, Fessenden had an alternator, designed by E.F.W. Alexanderson, built for him by the General Electric Company in Schenectady, New York.

This machine was capable of providing one kilowatt at a frequency of 50,000 Hertz and was delivered to Fessenden at Brant Rock, Massachusetts, in September 1906.

Then, on Christmas Eve, 1906 along about eight o'clock in the evening, wireless operators on ships off the New England coast and at shore stations along the Atlantic seaboard could hardly believe it when they heard through their headphones, a man's voice reading the biblical story of Christmas from the Gospel of St. Luke. This was followed by a violin solo, a man reading a poem, and a recording of Handel's "Largo". Everyone who heard the program was asked to write to R.A. Fessenden, Brant Rock, Mass. This was the very first wireless telephone broadcast in history! Many of the operators who listened to the program, wrote Fessenden and acknowledged its reception, further asking how he did it.

For some years after this historic broadcast, even though it made newspaper headlines across the country, the general public remained quite apathetic to the idea of wireless telephony and for the most part, seemed to regard it as an illegitimate offspring of wireless telegraphy. By many it was also considered to be just an impracticable idea most probably designed with the purpose in mind of selling stock.

When the National Electric Signalling Company was formed, it was hoped, among other things that it would be a competitor of the American Marconi Company in the general area of world communications. These hopes were dashed, however, when Fessenden, in a tiff, insisted that a Canadian subsidiary which he controlled should be allowed to establish a link with Great Britain. This move was most vigorously opposed by his two financial backers. The upshot was that Fessenden sued and won a judgement in July 1912 awarding him \$406,000. The result of this fiasco was to send the National Electric Signalling Company into bankruptcy. Further support from his financial backers was completely withdrawn at this point.

In the course of his active life, Reginald Fessenden obtained something between 300 and 500 patents (disagreement exists as to the exact number). Many of these became the subject of extensive litigation. In one case he sued the Radio Corporation of America for infringement, for the sum of \$60,000,000. This case, however, was settled out of court for an undisclosed amount.

From 1910 until his death on July 22nd, 1932 in Bermuda, he was a consulting engineer with the Submarine Signalling Company. He is recognized as originating the continuous wave principle of wireless telephony, and as devising the heterodyne principle of reception, the radio compass, the sonic depth finder, submarine signalling devices, and turbo-electric drive for battleships.

It is tragic that so many of the ideas he brought out were in advance of the time in which he devised them and that they were not put into use until later and by other workers. Professor Fessenden was a man of considerable inventive ingenuity and a man who contributed much to the early development of wireless.

It is unfortunate that over the years his recognition has become largely lost in the ferment of the vineyard.

* "A Psalm of Life" by Henry Wadsworth Longfellow.

NOTE "A"

Photo and Biography of Prof. Reginald Aubrey Fessenden on page - 8 were reprinted by permission from Vantage Radio Publishers (Reprint S. Gernsback's 1927 Radio Encyclopedia) which is probably one of the most complete and authoritative books ever published on the subject. If interested in a copy, write: Vantage Radio, Box 2045, Palos Verdes Peninsula, CA 90274.



© Contents of the Month

Technical Paper Goodnow

type acceptance as set forth in the Rules are difficult to perform in the field, it authorized alternate methods whereby the measurements may be made at room temperature and normal line voltage, rather than over extended temperature and supply voltage ranges. Similarly, spurious emission measurements made at the terminals of a dummy antenna loading the transmitter will be accepted in lieu of far-field measurements. A period of one year was provided within which to submit test results supporting applications for type acceptance of existing equipment.

While the denial of the closure applications has a readily apparent impact on present operations, of far greater significance to the future of the industry may be the urgent need reflected by the record for upgrading and expansion of the services presently provided by coast stations. In discussing adequacy of service, the Commission stated⁷:

"The comments filed by users confirm the Commission's concern that the service rendered by most of the public coast radiotelegraph stations is generally below an acceptable user level...."

".... This condition.... is the consequence of understaffing during all working shifts, partial or complete discontinuance of watches, antiquated operating procedures and the poorly maintained condition of equipment." (Emphasis supplied.)

The Commission's Order directs licensees to correct these deficiencies, and to submit monthly reports describing progress on the above matters (correction of which can do no more than to restore operations to previous peak effectiveness).

Over and above these measures, reports are also requested on planning for accommodation of the clearly expressed need for expanded printer and data services, interconnection of coast stations to permit more expeditious routing of traffic, more effective scheduling of traffic list transmissions, and for expanded landline terminal facilities at the coast stations. Provision of effective landline arrangements for record message traffic is one of the thorniest problems; while the needs of shipping and other business interests can be accommodated to a large extent by telex, TWX, and private printer circuits, no adequate substitute for the virtually defunct landline message delivery service of Western Union has emerged for the handling of personal message traffic.

Several developments having a bearing on common problems although related directly to individual licensees or applicants are outlined separately in the following paragraphs.

V. J. Ray McDermott & Co., Inc.

The McDermott application is for a limited coast radiotelegraph station at Harvey, La., intended to provide two-way transmission of narrow-band direct-printing telegraphy and data between the company headquarters and units of a fleet of oil drilling barges operated by the company in various parts of the world¹⁰. The Commission observed that although Part 81 of the Rules makes provision for the licensing of limited coast radiotelegraph stations, no such authorizations have been issued in view of the scarcity of radiotelegraph frequencies allocated for this purpose. Making reference to the numerous limited coast radiotelephone stations presently sharing the radiotelephone frequencies, the Commission pointed out that the level of congestion and interference is a problem, and that a comparable level of interference would not be technically acceptable for teleprinter and data service.

The Commission stated that subsequent to the McDermott application, narrow-band direct-printing telegraph and data transmission service has become available at WLO, and that RCA in conjunction with the U.S. Maritime Administration is presently testing a system for communication with ships at KPH, using digital selective calling, error-correcting teleprinter equipment, and unattended teleprinter operation. KPH also provides telex service using codex or non-error-correcting equipment.

The Commission feels that the public coast station system will provide the best means for the management of radiotelegraph frequencies and will best serve the public interest. Accordingly, it stated that rule making to delete sections of Part 81 which provide for licensing of limited coast radiotelegraph stations will be initiated as a separate proceeding. It ordered that the McDermott application is to remain in file pending such rule making.

VI. Alpha B. Martin

The application for a new station in Savannah, Georgia, filed by Martin in 1970^{1, 10} would provide MF and HF communications along the East Coast in an operation comparable to those of other independent stations at Tampa and Mobile. The Commission stated that the nearest station to the north would be WMH at a distance of 575 miles, and to the south WAX at 430 miles, and that the station should be capable of augmenting services available to the ports of Jacksonville, Savannah, Charleston, Wilmington (N.C.), and possibly others.

The Commission therefore found that establishment of the new station appears to be in the public interest. The application, however, is presently defective in several respects because of changes in the Rules which have taken place since the application was filed, and in view of the actions taken in this proceeding. Accordingly, the Order provided that action be withheld on this application for a period not in excess of 90 days to permit filing of appropriate amendments.

VII. ITT World Communications, Inc.

Inspection of the ITT stations by the Commission's Field Operations Bureau revealed that service described by the authorizations of some of the stations had been discontinued as follows:

KLC: 6 and 22 MHz
KOK: 4 and 22 MHz
KLB: 22 MHz

ITT had not sought authority from the Commission to discontinue the use of these bands, and was ordered to resume this service within six months.

VIII. RCA Global Communications, Inc.

The Commission's inspection similarly revealed unauthorized discontinuance of service by RCA stations as follows:

WPA: 16 and 22 MHz
WSC: 4, 6, 16, and 22 MHz
WOE: 4 and 22 MHz

During the inspection of WSC, four of the six receiving antennas required for full operation of the facilities authorized were found to deliver a signal which was regarded by the Commission engineers as unacceptable, and not in compliance with the requirements of Paragraph 81.104 of the Rules.

RCA had been granted temporary authority¹¹ after loss of its 200 foot vertical antenna at WPA to continue the use of an inverted L antenna pending further action in this docket. On the basis of the record on file and the inspection of WPA, the Commission views the performance of the inverted L antenna as inadequate and not in accord with the station authorization, and directed that the 200 foot antenna be restored to service.

RCA was likewise permitted a six month period within which to rectify these shortcomings.

IX. Tropical Radio Telegraph Company; TRT Telecommunications, Inc.

Historically a wholly owned subsidiary of United Fruit Company, TRT holds four licenses in the International Fixed Radio Service and two licenses, WAX and WNU, in the Maritime Services. On May 21, 1969, the FCC authorized transfer of control of TRT to AMK Corporation¹². AMK stated in its application that the proposed transfer of TRT was incidental to AMK's acquisition of United Fruit. AMK has a number of other business interests, among them its subsidiary John Morrell & Company, the fourth-ranking meat packing enterprise in the United States. Subsequent to the merger of United Fruit with AMK, the name of the parent entity has been changed to United Brands Company¹³, and that of Tropical Radio Telegraph Company to TRT Telecommunications, Inc.⁷.

Pending at the time of the merger was an application for transfer of control of TRT to RCA, which remained on file until April 22, 1971, when the Commission acceded to a joint petition for dismissal filed by TRT and RCA. United Brands thus retains control of TRT¹⁴.

The conduct of the affairs of TRT next took a bizarre turn when, perhaps because of the short exposure of United Brands to regulatory procedures in the communications field, the WAX transmitter site was sold without prior Commission knowledge or approval, following which an application was made for permanent closure of the station. Faced with this seemingly unprecedented set of circumstances, the Commission authorized TRT to suspend operation of WAX temporarily, for a period of sixty days. (This authority, issued on May 27, 1975, has been periodically extended pending the decision in Docket 19544.) In language scarcely intended to conceal a certain degree of vexation, the Commission stated in its findings¹⁵ with respect to the WAX closure application that

"The course of action followed in this matter does not demonstrate a proper view of its duties to the public which TRT serves or the procedures and Rules specified by and under the Communications Act of 1934. However, regardless of the wisdom of the decision to sell the land on which WAX's transmitters were located, the facts as represented by TRT are that the land has been sold and TRT can be compelled by law to vacate this land. WAX will, therefore, ultimately leave the air whether or not TRT is granted authority to suspend operations by this Commission...."

".... We cannot in this proceeding act on TRT's formal application to close WAX permanently. We also find that TRT's instant request does not adequately demonstrate that TRT will be able to provide service comparable to that now provided by WAX and WNU combined should WAX cease operation."

The 1975 authority for "emergency temporary suspension" of operations by WAX was made contingent upon acceptance by TRT of the condition that

".... TRT shall reinstitute service by WAX by means of an alternate transmitter location and shall make such station operational as expeditiously as possible should the Commission order such reinstatement of service on either a temporary or a permanent basis."

In its 1976 Order, the Commission ruled that the considerations leading to denial of the closure applications and the measures prescribed as necessary and required to be implemented by other coast station licensees apply also to TRT as licensee of WAX and WNU. The Order specifies that WAX shall be operational within six months from May 27, 1976, the date of release of the Order.

X. Conclusion

The record in this proceeding confirms what has long been obvious by monitoring transmissions on the maritime bands - that the once well-functioning coast radiotelegraph system has fallen into an insupportable state of deterioration. The Commission's directives spell out the steps necessary to arrest and reverse the decay process. But the history of the free enterprise system makes it clear that for any business venture to continue to flourish, other ingredients besides government fiat are essential. First, there must be opportunity for a reasonable profit; in view of changes in the economy since 1963, consideration of a further adjustment in rates at this time would appear to be long overdue.

A second necessary ingredient is more difficult of definition but perhaps of importance equal to that of the profit motive. It has to do with a sense of involvement in an activity filling a genuine need, which generates an esprit de corps of the sort that formerly characterized the maritime radio service. This drive seems to have been throttled by the expectation that use of the HF and MF bands will soon be abandoned completely, in favor of the satellite service.

Consideration of maritime satellite facilities, now partially in operation (albeit accompanied by a few unscheduled birth pains), was not on the agenda in Docket 19544, since under the Commission's Rules coast stations are not involved in this activity. But of the 82 commenters listed as having contributed information for use by the Commission during this proceeding, at least 28 are clearly identifiable by name as users and user groups. Among these are the Maritime User Community (7 associations, 97 shipping companies, and 2 unions), Luckenbach, Lykes Bros., Farrel, and Pacific Far East, to name a few. It may safely be assumed that most if not all of the users are aware of the satellite program, and that their comments were prepared in the light of their evaluation of its potential. From this standpoint, it is significant that the Commission's summation of the views of such a far-ranging representation of the shipping industry shows decided emphasis on the continuing need not only for the world-wide high frequency service, but also for the coastal medium frequency telegraph service.

There can be no doubt but that the infant satellite program offers a new medium of unparalleled reliability and continuity of service. It is the opinion of the writer that satellite facilities will rapidly be adopted for vessels which by the nature of their activities require highly reliable and undelayed transmission of data and message traffic, particularly in large volume. In the case of vessels with lesser demands, and the numerous smaller vessels in low-key activities, the expense of the shipboard terminal alone may be a substantial deterrent. In any event, prudence would dictate the provision of alternate facilities, permitting auxiliary use of the existing HF and MF services.

The single most important item of information required by a ship owner is the ETA of the vessel when 24 to 48 hours from port; often-times the medium frequency service, that ancient foundation stone of maritime radio, offers the most effective circuit over such paths. Again in the writer's opinion, supported by prolonged observation of band occupancy in American and European waters, the medium frequency service faces no sudden extinction at this time.

It is to be hoped that the industry will accept the challenge of the planning ordered by the Commission for upgrading the service, and that a revitalization of the coastal radio system will result. In the words of the Commission,

".... Docket No. 19544 is HEREBY TERMINATED realizing that several matters remain to be completed by licensees and Commission staff."

REFERENCE

1 FCC Notice of Inquiry, Docket 19544 (FCC 72-624), July 12, 1972	8 FCC Memorandum Opinion and Order (FCC April 5, 1974 74M-322)
2 FCC Report and Order, Docket 18577 (FCC 70-1177) Nov. 9, 1970	9 FCC Report No. 949, April 26, 1972
3 Paragraphs 81.131 and 81.140, FCC Rules and Regulations	10 FCC Report No. 515, Oct. 28, 1970
4 Paragraph 81.137(d), FCC Rules and Regulations	11 FCC Memorandum Opinion and Order (FCC 74 Jan. 10, 1975 1319J)
5 FCC Order, Docket 19544 (FCC 72-1120), Dec. 13, 1972	12 FCC Report No. 3583, May 23, 1969
6 FCC Second Notice of Inquiry, Docket 19544 (FCC 74-195), Feb. 27, 1974	13 FCC Report No. 329, March 17, 1971
7 FCC Memorandum Opinion and Order, Docket 19544 (FCC 76-454), May 17, 1976	14 FCC Report No. 6825, April 26, 1971
	15 FCC Memorandum Opinion and Order and Auth File T-D-21178-1, May 27, 1975

--Arthur C. Goodnow, P. E.

The SKIPPER'S LOG



F.Y.I.

BY
**WILLIAM
BRENNAN**



SPARKS QUARTERLY JOURNAL

Response from members endorsing and writing about the SPRING ISSUE of the "Journal" have exceeded expectations. The mail input has been even greater than for PORTS O' CALL IV. I am happy that you like the make-up of this initial issue. A sincere "thank you" to those who have taken time to write.

I would like to write and thank each one who sends me a letter as nothing gives me more pleasure. It is frustrating not to find time to answer those who write. We seem to have a continuing condition of having more to do than we have manpower or the hours to do it in. Time is truly 'of the essence'. I am sure friends will understand and make allowances for delays or lack of acknowledgement of their mail. It isn't the way I want it!

I have already asked you to drop a line to tell me what you like ... or dislike about the new Journal. Your collective comments will give me a 'reading' on how to tailor my format and its contents for coming editions.

THE FUTURE

I have watched with considerable trepidation, the near calamity of several of our contemporary organizations in which one individual becomes THE indispensable person - and then the inevitable occurs.

I have a deep vested interest in the Society and the purpose for which it was founded. Nearly ten years of time and thousands of hours of donated volunteer work have been freely given for this ideal. I feel that with the passing years, prudence dictates that some changes be made in our organizational staffing to provide uninterrupted leadership. I plan to

©(CONTINUED - Bottom, Col. 3)

EXPRESSIONS OF YOUR EDITOR:

MY THANKS

Members everywhere in life
from every walk and station,
From every town and city
and every state you'd mention—
Have written me so many things
of happenings thro' the year,
I couldn't begin to count them all
or even make them clear ...
I only know I owe so much
to members everywhere
And as I put my thoughts in verse
it's just a way to share
The meditations of my thankful heart,
a heart much like your own,
For little that I think or write
is mine and mine alone ...
So if you found some interest
in any word or line,
It's just "Your Soul's Reflection"
In "Proximity with Mine."

CHECKING UP

MAILING SCHEDULES (*)

- Wall Certificates (New Member (2443-2647 inclusive) About ... Sept. 1 1977
- SOS/CQD Certificates About ... Sept. 15 1977.
- SPARKS IV... Nov. 20 1977
- SQJ (No. 3) ... Nov. 15/77

(*) As time and help permit.



HISTORICAL WIRELESS MUSEUM OF W2ZI

One of the finest WIRELESS MUSEUMS of early day wireless equipment is maintained by Member Ed Raser (35-SGP) Charter Member and the Society's Eastern Area Director. The Museum, located at 19 Blackwood Dr. Trenton, NJ. has over 500 items on display. 300 photos of Coastal and Ship pictures and a large Historical Wireless Library of some 350 volumes and magazines back to the 1908 era. Suggest calling 609/882-6645 to check on hours the museum is open to the public.

bring this up at a business meeting which I will call early next year. I am sure, with the foundation we already have, we all want to see the Society attain its goals.

Divine Providence has been good to me, but there must be relief from the ever increasing workload because there are limits of endurance and I feel that I have been stretching my luck. I would like to continue to spend my time in editing publications and historical papers for the Society as I have such a deep interest in preserving this memorabilia and history for posterity.

I have confidence that the organization has many individuals who would willingly take over much of the load. There are among us, many highly capable men and women who by training and aptitude would continue to push our standards up.

This is a matter that I feel quite vital. Many have previously indicated their willingness to volunteer but some of the records are quite old. Would you like to update your offer? If so, drop me a line. There is no immediate problem - but we do need to make plans. There is a niche for everyone to do his or her part. Team-work of our members has already won the admiration of our contemporaries.

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To:

Newsletters from the Society of Wireless Pioneers, founded 1968
~ Dedicated to the History of Seagoing Wireless Operators ~

Special thanks to the following for these documents:
Key [SK = Silent Key, SGP = Spark Gap Pioneers, P = Pioneers,
V = Veteran, M = Member, Sparks = Worked at Sea]

- (SK) Ed Raser, W2ZI, Radio Pioneer, Sparks, SOWP #35-SGP
- (SK) Bill Gould, K2NP, Radio Pioneer, Sparks, SOWP #565-P
- (SK) Matty Camillo, W2WB, Sparks, SOWP #750-SGP
- (SK) Dare Robinson, WB2EVA, Sparks, SOWP #2284-SGP
- (SK) Ray Brooks, K2LTX, Sparks, SOWP #1387-P
- Olive Jesse Roeckner, VA6ERA, Sparks, SOWP #2891-V
- Spud Roscoe, VE1BC, Sparks, SOWP #2301-M
- David J. Ring, Jr., N1EA, Sparks, SOWP #3709-M
- Steven Rosenfeld, Infoage Librarian, Tech at WOO

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SS. CITY OF HONOLULU-KUSD AFIRE AT SEA

The 'story' of the burning of the SS City of Honolulu was told in detail in our 1973 Year Book (P-73) The fire occurred Oct. 12 1922. Operators aboard included W.P. Bell (Chief); H.D. "Duke" Hancock (2nd) and Norris C. Kumler (3d) on watch when fire discovered. 262 saved through wireless. SS West Farallone picked up all survivors and transferred them next day to the USAT Thomas. Thanks to Ed Marriner for this picture taken Oct. 13th from the deck of the West Farallone/KDSX

C A L L I N G A L L S O W P M E M B E R S